REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,253.—NEW SERIES. BOMBAY:—WEDNESDAY, MAY 8, 1872.

SUBSCRIPTION IN ADVANCE { FOR A YEAR .....Rs. 42 / FOR SIX MONTHS.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, in advance	Rs. 42
Half Year ,, ...	,, 24
Three Months ,, ...	,, 14
One Month ,, ...	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—	
First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding Insertions	,, 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	6 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES: EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. C. SHAND, will be despatched on SATURDAY, the 18th May 1872, at 4 P.M.

May 1872.		May 1872.
Leave BOMBAY 18	Leave Colombo	27
,, Carwar 20	,, Galle	28
,, Mangalore 21	,, Tuticorin	31
,, Cannanore 22	,, Pondicherry	June 1
,, Tellicherry 23	,, Madras	3
,, Calicut 24	,, Coconada	5
,, Beypore 25	,, Visagapatam	6
,, Narrakal 24	,, Bimlipatam	6
,, Cochin 26	,, Gopalpore	7
,, Alleppey 25	,, False Point	8
,, Tuticorin 26	Arrive CALCUTTA	10

During the South-West Monsoon, viz., from beginning of June to the end of August it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Alleppey. The Steamers however will call at these ports whenever weather permitting, but passengers for the Neilgherries may be landed at Narrakal six miles North of Cochin from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship EUPHRATES, 803 Tons, 120 H. P., Commander C. C. D. HUTCHINSON, will be despatched on FRIDAY, the 10th May 1872, at noon.

May 1872.		May 1872.
Leave BOMBAY 10	Leave BUSSORAH	29
Arrive Kurrachee 13	Arrive Fao	31
,, Guadur 15	,, Bushire	31
,, * Muscat 17	,, Linga	June 3
,, Bunder Abbas 19	,, Bunder Abbas	4
,, Linga 21	,, Muscat	6
,, Bushire 23	,, Guadur	8
Leave Kurrachee 25	Leave Kurrachee	10
Arrive BUSSORAH 26	Arrive BOMBAY	14

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander J. GAVIN, will be despatched on FRIDAY, the 17th May, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL, VIA SUEZ CANAL.

S.S. BELLONA, 1,913 Tons, 300 H.P.

(To leave on 10th May).

THIS well-known and favour te Steamer will be DESPATCHED to LIVERPOOL on the above date. She has excellent and well ventilated accommodation for a large number of First-class Passengers, and carries a Doctor and Stewardess. Passage money Rs. 450, exclusive of Wines and Spirits, which, however, are obtainable on board. Further particulars can be obtained from Messrs. JOHNSON & Co., Ship Brokers, or from

WALLACE & Co., Agents.

Bomb y, 1st May 1872.

LIVERPOOL, VIA SUEZ CANAL.

FIRST CLASS FARE.....Rs. 450

SECOND CLASS FARE..... ,, 300

THE Steamer PETERSBURG 1,939 Tons, A. BLISS, Commander, will sail from BOMBAY for LIVERPOOL about the 31st May or 1st June 1872, and has excellent accommodation for Passengers.

For Passengers only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen in our Office.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

The Steamer LEITH, 1,780 Tons, will follow about the 20th May.

STEAM COMMUNICATION WITH RUSSIA, VIA SUEZ CANAL.

THE RUSSIAN STEAM NAVIGATION, TRADING, and ODESSA RAILWAY COMPANY have established a REGULAR SERVICE between ODESSA and BOMBAY.

In accordance with the above Notice, the Steam-ship NACHIMOFF, 400 Horse Power, 2,210 Tons, Captain FOSTIKOFF, will be despatched from here on or about the 16th instant.

Cargo taken for Odessa, Constantinople, Aden, all Continental Ports in general, London and Liverpool.

Shippers to Russia are informed that from the 27th February 1871 a direct Goods Service by Rail has been established between Odessa, Moscow, and St. Petersburg at reduced rates.

For Freight and Passage apply to

H. BOMANJEE, TOUCHE, & Co.,
Agents, Russian Steam NAV., Trading, and Odessa Ry Co.

Bombay, 3rd May 1872.

"WILSON LINE."

LIVERPOOL, VIA SUEZ CANAL.

OTHELLO, 20TH MAY.

THIS Magnificent New Steamer, A 1 in Years, 2,500 Tons Register, 2,000-Horse Power Effective, built expressly for the Indian Trade, will leave Bombay about the 20th May. The OTHELLO has splendid Cabin accommodation amidships, and a spacious and airy Saloon, 40 by 20 feet on the Upper Deck, with an overhanging Deck all round to secure protection from the sun. Everything has been done in the building of this steamer for the comfort and health of Passengers. She is well ventilated, has a separate Sitting Saloon for Ladies, with adjacent Sleeping Cabins, Bath Rooms, Smoking House, Piano, &c.

First Class	Rs. 500
Second Class	,, 300

Early application for Passage should be made to

GRINDLAY, GROOM, & Co.

N.B.—The following Steamers of the WILSON LINE will also have dispatch about the dates named :—

WALAMO .....About 20th May.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Including Wines.
Suez	36	22	8	
Port Said	36	24	8	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—

INDIA, on SATURDAY, 1ST JUNE 1872.
ARABIA, on MONDAY, 1ST JULY 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents for Italian Steam Navigation Company.

Bombay, 30th September 1871.

NOTICE.—CONSIGNEES per Ship BRITISH STATESMAN, from London, are hereby informed of her arrival, and are requested to SEND BOATS alongside to TAKE DELIVERY of their respective CARGOES, otherwise they will be landed by the Captain at the expense and risk of the Consignees.

FINLAY, SCOTT, & Co.

Bombay, 4th May 1872.

SHIPPING NOTICE.—CONSIGNEES of CARGO per Ship GLANEUSE, from Bordeaux, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our INSPECTION and COUNTERSIGNATURE, and to take delivery of their respective Goods from the Bunder.

ED. BAUDRY & Co.,
Agents for Ship Glaneuse.

2nd May 1872.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 13th May, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. COLUMBIAN, (2,180 tons, and 500 H.P.) Captain W. C. ANSOUX, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 5 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 20th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. TANJORE, (2,245 tons and 400 H.P.), Captain A. H. JOHNSON, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing. Passengers will be required to show an opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 18th May.

GEORGE F. HENRY, Superintendent.

STEAM TO LIVERPOOL.

S.S. NEERA.

THE Steam-ship NEERA, 2,200 Tons, 800 Horse Power, C. C. COGHILL, Commander, will sail for LIVERPOOL, VIA SUEZ CANAL, on or about the 20th May.

Passengers for the Continent will proceed from Egypt by the Steamers of the Adriatico Orientale Company to Brindisi and Venice.

RATES OF FARE FOR PASSENGERS.

To Liverpool, via Suez Canal	1st Class	Rs. 500
Do. do. do.	2nd ,,	,, 350
To Suez	1st ,,	,, 350
Do.	2nd ,,	,, 225
To Venice, including Railway Fare through Egypt	1st ,,	,, 505
Do. do. do.	2nd ,,	,, 335
To Paris	1st ,,	,, 554
Do.	2nd ,,	,, 360

Exclusive of Wines.

STEARNS, HOBART, & Co.

Rampart Row, 15th April 1872.

LIVERPOOL, VIA SUEZ CANAL.

FARES:

FIRST CLASS	£45
Children under 10—Half Fare	
Ditto European Nurses	£25.
Ayahs	£15.

Exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding, Linen, Towels, &c.

MESSRS. HUGHES and NEPHEW'S Steamers will sail from Bombay as under :—

May 10th, "BELLONA," 1,900 Tons, 300 H.P., POWER.

These magnificent Full-powered Steamers are splendidly fitted up with spacious Saloon, roomy Cabins, and every comfort. Each Steamer will carry a Surgeon and Stewardess.

For Passenger only, apply to the Undersigned, who will supply all information.

JOHNSON & Co.,
Ship-Brokers.

Nesbit Lane, Fort, Bombay.

NOTE.—*For the convenience of intending Passengers residing Up-country, heavy baggage may be sent to us, and will be shipped FREE.*

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

The next Steamers from Bombay will be the ARETUSA, 1,280 Tons, about 10TH MAY, and the SPHINX, 1,400 Tons, about 10TH JUNE. These Steamers have only limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY PER ARETUSA, SPHINX.

To	Cabin.	Deck with Food.
Trieste	£40	£18-0
Port Said	£30	£14-8
Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

The rates for Cabin Passengers include food and table wine, transit through Egypt, fees and free conveyance of 3 cwt. luggage. For Baggage in excess £4 per Ton is charged.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Manager.

Bombay, 12, Meadow Street, 1st May 1872.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

FARES FROM BOMBAY TO

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 0	0 12	0 12
Third Class	0 6	0 8	0 0	0 6	0 6

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

NOTICE.—CONSIGNEES of GOODS per ORIFLAMME, HUGHES, Master, from Liverpool, are requested to SEND OFF BOATS for their CARGO without delay, otherwise the Goods will be landed by the Captain as they come to hand at the expense and risk of the consignees.

Captain HUGHES will not be responsible for the condition of any package after it leaves the ship's deck.

RITCHIE, STEUART, & Co., Agents.

Bombay, 2nd May 1872.

SWISS CONDENSED MILK; pure, wholesome, and agreeable, IMPORTED OVERLAND BY TREACHER & Co. (Limited).

GEO. W. WHEATLEY & CO., 19, 20, & 23, SASSOON'S BUILDINGS, BOMBAY,

RESPECTFULLY request special attention to the following Branches of their Business :—

TRANSIT AND GENERAL SHIPPING.

Parcels, Packages, and Merchandize despatched by quickest Mail Steam Routes, Railways, and Clipper Ships to all parts of the World. Every description of Custom House Business, shipping, Bonding, and Clearing, outward and inward. Contractors for General Annual Carting and Shipping. Estimates for through conveyance to all Railway Stations in Europe, America, and Australia.

PASSENGER.

Passages engaged, Cabins selected, Berths fitted, Outfits obtained. Baggage collected, packed, addressed, and shipped. European Servants and Ayahs procured. Letters received to await arrival of Addressees. Passengers met. Luggage landed, cleared, carefully delivered, or safely warehoused. Passports and Visas obtained. Telegraphic Messages and stakes.

INSURANCE.

Postal, Railway, Marine, Life and Fire, through the first Underwriters at Lloyd's, and old established Companies.

BANKING AND MONETARY.

Invoices collected against Delivery of Goods. Pay, Pensions, Fund, Furlough, and Retired Allowances, Annuities, Dividends, Coupons received and remitted under Power of Attorney. Cheque Books supplied to Constituents in England and India. Investments and Sales effected in Stocks and other Securities. Letters of Credit and Circular Notes obtained. Family Periodical Remittances arranged.

INDENT, SUPPLY, AND COMMISSION.

Orders received from the Military, Naval, Clerical, and Medical Services, Mess and Band Committees, Clubs, Co-operative Societies, Public Institutions, Private Families, &c., and Purchases made under careful supervision and selection. Newspapers and Periodicals regularly despatched. Remittances or References for payment must accompany Order. If Bank Credits or Deposit Accounts are in force, Balances due must be paid on presentation of Invoice and Bills of Lading.

CONSIGNMENTS

Undertaken of every description of European or Foreign Goods.

J. L. MADDEN,
Manager.

156, LEADENHALL STREET, 23, REGENT STREET, 16, NORTH JOHN STREET, } LONDON. LIVERPOOL.

GYMKHANA KIT.

CRICKET.	FENCING.	RACKET.
BATS.	FOILS.	BATS.
BALLS.	JACKETS.	BALLS.
BOOTS.	HAND GUARDS.	PRESSES.
GLOVES.	LUNGING PADS.	SHOES.
LEG GUARDS.	MASKS.	FIVES BALLS.
STUMPS.	SINGLE STICKS.	&c., &c.

And Sundries of every description,

BY BARTLETT, CLAPSHAW, DUKE, LILLYWHITE, PAGE & JEFFERIES,

OR SALE BY

TREACHER & Co. (Limited).

BENTON AND JOHNSON,

MANUFACTURERS OF

GOLD AND SILVER THREAD

of every description for the

INDIA AND CHINA MARKETS,

Gold, Silver, and Tinsel Twists—Braids—Bullions, &c., &c., for Embroidering.

63, KING'S CROSS ROAD, LONDON.

GOLD LEAF, BEST QUALITY, 45s. per 1,000.

SALES BY AUCTION.

MENESSE AND COMPANY.

TO-MORROW THURSDAY, the 9th inst., Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale at their Rooms of a quantity of Grey, White, and Coloured Piece Goods, Twist, &c.

7	Bales Grey Shirtings, 8¼ lbs.
9	do. do. do. 7 lbs.
3	do. do. Longcloth, 9 lbs.
2	do. do. T. Cloth, 6 lbs.
1	Case White Drill.
1	do. Turkey Red Shirtings.

On account of the concerned—
26 Perambulators.

MENESSE & Co.

Bombay, 8th May 1872.

BENNETT AND COMPANY.

No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, Plated, Glass, and Porcelainware, Piano, Carriages, Horses, &c., at No. 89, Malabar Hill.

TO-MORROW THURSDAY, the 9th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, Piano, Carriages, Horses, &c., the property of E. D. Stead, Esq., proceeding to Europe, the same comprises rich cut glassware, hand some dinner and dessert services, best plated ware, such as a set of dish covers, containing four hotwater curry dishes, cruet, pickle, and egg frames, ice pitchers, tea set, a mahogany case containing dessert knives and forks, table and chamber candlesticks, cutlery, &c., handsomely carved blackwood furniture, such as round dining table for 12 persons, sideboard, whatnots, screens, circular, pier and sofa tables, easy and drawing-room chairs, flower stands, teapoys, a lady's Devonport, a full-toned rosewood semi-grand piano by Chickering, of New York, hatstand, handsome English brass and iron bedsteads, dressing and washing tables, toilet glasses, clothes and gown presses, wardrobe, towel horses, dispense articles, plants, &c.

AT 2 P.M.

One English-built circular glass fronted miniature Brougham, by shepherd, with a powerful chesnut Horse, and a set of English plated mounted harness.

One English-built Mail Phaeton, by Ness, with a dark bay Australian horse and harness.

One English-built self-driving Park Phaeton with a pair of bay Arab Ponies and set of plated double harness.

Catalogues are published, and the property is now on view.

AUCTION SALE OF MACHINERY, &c.

On THURSDAY, the 16th inst., at 2 P.M., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at Messrs. Laing and Co.'s premises, Carnjee Sookhlaljee Street, Byculla, a Lot of Machinery, &c., the same comprises, Cur ay for carrying Boiler Truck, a set of lifting Block and Chain Jewellers Rolls, Garden Pumps, Iron Pulleys, Gauze Corks, Glass Tubes, Hydraulic Presses, Crab Winch, 5 tons self-acting Saw Bench, Stamping Machine, Saw Spindles, Furnace Bars, Meat Mincing Machines, Gauging Machine, Cutting Machines, single chamber Brick-making ditto, Stop Valves from 2 to 6 inches, Hanging Brackets, Pugging Mill complete, &c., &c.

By direction of Rahma and Noam, daughters of Yacoob Seema Nessein, deceased, who by a decree of the High Court of Judicature at Bombay in suit No. 414 of 1870, wherein the said Rahma was plaintiff and Elias Joshua Abadia, and others, Executors of the late Yacoob Seema Nessein, deceased, were defendants, are beneficially entitled as the sole surviving heirs of the said Yacoob Seema Nessein, deceased, to the immoveable estate situate in Bombay, left by the said Yacoob Seema Nessein, deceased, which matter under order entered the following immoveable properties, Messrs. BENNETT & Co. will SELL by PUBLIC AUCTION, to be held at the respective premises on the several days hereinbelow specified, the IMMOVEABLE PROPERTIES hereafter described in seven seve al lots, that is to say, on WEDNESDAY, the 8th May, Lot No. 9; on THURSDAY, the 9th May, Lots Nos. 6 and 7; on TUESDAY, the 14th May, Lot No. 8; on THURSDAY, the 16th May, Lot No. 5; on WEDNESDAY, the 22nd May, Lots Nos. 1 and 2. The Auction Sale will take place at 4 o'clock in the afternoon of each day as above specified.

PARTICULARS.

LOT NO. 1.

All that piece or parcel of ground, with the message or tenement thereon, situate in the Tamarind Lane, in the sub-district of Fort and Colaba, in the city of Bombay, bearing assessment No. 6, the ground thereof measuring about four hundred square yards and six-ninths of another square yard, and bounded on the east side by another property of the said R. & N., and forming Lot No. 2, and the west side partly by a passage and partly the Bombay Fort Press Company's buildings, on and towards the north side by the Bombay Fort Press Company's buildings, and on and towards the east side by the said Tamarind Lane, and which said premises were formerly and are now in the occupation of Messrs. Lawrence and Co.

LOT NO. 2.

All that piece or parcel of ground, with the message or tenement thereon, situate in Tamarind Lane, in the subdistrict of Fort and Colaba, in the city of Bombay, bearing the assessment No. 6, the ground thereof measuring about two hundred square yards and six-ninths of another square yard, and bounded on or towards the east side by the property of Framjee Nusserwanjee Patell, on and towards the west side by another property of the said Rahma and Noam, forming Lot No. 1, on or towards the north side by the Bombay Fort Press Company's buildings, and on or towards the south side by the said Tamarind Lane, and which said premises were formerly in the occupation of the late Byramjee Hormusjee Cama and are now in the occupation of Messrs. Eduljee and Bomanjee and others.

LOT NO 5.

All that piece or parcel of ground, with the message or tenement thereon, situate in Mulitary Square, in the sub-district of Fort and Colaba, in the city of Bombay, bearing assessment Nos. 3 and 5, the ground thereof measuring about two hundred and sixty-three square yards and six-ninths of another square yard, and bounded on the east side by the property of Solomon Ezekiel and Silas Sassoon, on the west side by Rutherfield Street, on and towards the north side by the Military Square, and on and towards the south side by another property of the said Rahma and Noam, forming Lot No. 6, and which said premises were formerly and are now in the occupation of Rahma and Issack Dawood.

LOT NO. 6.

All that piece or parcel of ground, with the message or tenement thereon, situate in Rutherfield Street, in the sub-district of Fort and Colaba, in the city of Bombay, bearing the assessment No. 2, the ground thereof measuring about three hundred and eighteen square yards and eight-ninths of another square yard, and bounded on the east side partly by another property of the said Rahma and Noam, forming Lot No. 7, and partly by the property of Abdoola David Sassoon, Esq., on the west side by the Rutherfield Street, on the north side partly by another property of the said Rahma and Noam, forming Lot No. 5, and on the south side by the property formerly of the said Rahma and Noam and now of Mr. C. Tyabjee, and which said premises were formerly and are now in the occupation of Jacob Essac Dawood.

LOT NO. 7.

All that piece or parcel of ground, with the message or tenement thereon, situate in Rope Walk Lane, in the sub-district of Fort and Colaba, in the city of Bombay, bearing the assessment No. 2, the ground thereof measuring about one hundred and twenty-seven square yards and two-ninths of another square yard, and bounded on the east side by the said Rope Walk Lane, on the west side by another property of the said Rahma and Noam, forming Lot No. 6, on the north side by the property of Solomon Ezekiel and Silas Sassoon, and on the south side by the property of Abdoola David Sassoon, Esq., and which said premises were formerly in the occupation of Mr. P. Hoyer and are now in the occupation of Messrs. Greaves, Cotton & Co., Shookoor Abraham.

LOT NO. 8.

All that piece or parcel of ground, with the message or tenement, situate in Rope Walk Lane, in the sub-district of Fort and Colaba, in the City of Bombay, bearing the assessment No. 2, the ground thereof measuring about two hundred and forty-two square yards and six-ninths of another square yard, and bounded on the east side by another property of the said Rahma and Noam and forming Lot No. 9, on the west side by the said Rope Walk Lane, on the north side by the property of Dadabhoy Cowasjee and Sons, and on the south side by the property of Colonel Keating, and which said premises were formerly and are now in the occupation of Beebee Khatoon.

LOT NO. 9.

All that piece or parcel of ground, with the message or tenement thereon, situate in Meadow Street, in the sub district of Fort and Colaba, in the City of Bombay, bearing the assessment No. 3, the ground thereof measuring four hundred and ninety-three square yards and three-ninths of another square yard, and bounded on the east side thereof by the said Meadow Street, on the west side by another property of the said Rahma and Noam, and forming Lot No. 8, on the north side by the property of Dadabhoy Cowasjee and Sons, and on the south side by the property of Colonel Keating, and which said premises was formerly in the occupation of Mrs. Hern, and are now in the occupation of Mr. Khunderow Morojee and others.

For further particulars and conditions of sale apply to Messrs. BENNETT & Co., the Auctioneers, or the Undersigned.

C. TYABJEE,
Vendor's Solicitor.

FOR SALE ON COMMISSION.

One Mail Phaeton or Wagonett, with a pair of Grey Horses and Harness.

BENNETT & Co.

Bombay, 8th May 1872.

N. V. CURRANEE & CO.

UNDERTAKE to LAND, SHIP, CLEAR, and FORWARD GOODS, PARCELS, and PACKAGES to EUROPE and INDIA, with QUICK DESPATCH and at LOW CHARGES.

KINLOCH'S CHAMPAGNE.

Pints and Quarts.

D. S. KEMP & Co.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. Charges have been fixed on as extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

D. HOGARTH & CO.'S

CELEBRATED

PRESERVED PROVISIONS,

Ready for immediate use.

Real Turtle, Mock Turtle, Hare, Ox Tail, Julienne and Palestine Soups.

Scotch Salmon, Salmon Cutlets.

Kippered Salmon.

Fresh Herrings, Mackarel, Findon Haddocks, Lobsters, Oysters, Sardines.

Preserved Meats of all kinds.

York Hams, Bacon.

Truffled Patés, Oxford Sausages, Bologna Sausages, Pickles, Sauces.

Bottled Fruits, Table Jellies, Jams, Jellies and Scotch, Marmalades, Dessert Fruits.

And Oilmen's Stores of every description and of the finest quality Price Lists forwarded on application to

D. HOGARTH & Co.,

"BON ACCORD" WHARF, 223, WAPPING, LONDON, and at ABERDEEN.

Manufacturers by special appointment to H. M.'s Navy at the Royal Victoria Yard, DEPTFORD.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

SECOND FAMILY PERFORMANCE OF

GOOLNAR THE CHASTE.

TO-NIGHT, WEDNESDAY, 8TH MAY.

PRICES OF ADMISSION AS USUAL.

POSITIVELY FOR THE LAST TIME!

VICTORIA THEATRICAL COMPANY.

TO-NIGHT, WEDNESDAY, 8TH MAY,

JEHANGEER,

To be followed by a Charming Exhibition of

FLYING AND SINGING FAIRIES!

BOMBAY NATIVE INSURANCE COMPANY.—At an EXTRAORDINARY GENERAL MEETING of the REGISTERED SHAREHOLDERS of the above Company, held at its Office, No 1, Cowasjee Patel Street, Fort, on SATURDAY, the 4th May 1872, there were present in person and by proxies (63) sixty-three Shareholders.

The Notice convening the Meeting having been read, it was proposed by Mr. Pestonjee Dhunjeebhoy Coorlawala, and seconded by Mr. Govind Gungadhur—"That in absence of the Chairman of the Board of Directors, Dr. Dallas do take the chair,"—which was carried unanimously.

Proposed by Mr. Govind Gungadhur, and seconded by Mr Mowrojee Cowasjee,—"That the Resolutions carried at the Extraordinary General Meeting of the 13th April 1872, namely—1—That this Company be wound up voluntarily; 2—That Messrs. A. Vicars and Sorabjee Frammurze be appointed Liquidators, and that their joint remuneration be Rs. (3,000) three thousand to cover all expenses, be confirmed."—Carried unanimously.

Proposed by Mr. Pestonjee Dhunjeebhoy Coorlawala, and seconded by Mr. Govind Gungadhur—"That the thanks of the Meeting be given to the Chairman for his able conduct in the chair."

R. A. DALLAS, Chairman.

Bombay Native Insurance Company's Office, Bombay, 6th May 1872.

GREAT INDIAN PENINSULA RAILWAY.

TENDERS are required for the supply of about 8,000 cubic feet of First-class TEAK TIMBER cut to Scantling. A list of the dimensions and the conditions of Contract can be seen at the Office of the Undersigned.

Tenders will be received up to the 18th of May, and are to be endorsed "Tender for Teak Timber," and addressed to the Agent, who does not bind himself to accept the lowest or any tender.

WILSON BELL,
Acting Chief Engineer.

Elphinstone Circle, Bombay, 7th May 1872.

NOTICE.—The RIGHT of SELLING LIQUOR, BHANG, and GANJA, for the year commencing 1st August 1872, in certain towns and villages of the Khandeish Collectorate, will be SOLD by AUCTION on the 3rd June 1872 and following days by the Assistant Collector, at the Chalisgaon Mamledar's Cutchery, which is close to the Railway Station at Chalisgaon. A deposit of 10 per cent. will be required at the time of sale.

J. A. G. DUFF,
Collector of Khandeish.

Camp Nawapoor, 1st May 1872.

WANTED, for the CATHEDRAL CHOIR, FOUR BOYS, with some knowledge of Singing.—Apply at the Cathedral Vestry any Evening at 5 30.

W. MAULE,
Senior Chaplain.

D. H. SYKES AND CO'S

PHOTOGRAPHIC ALBUM OF

BOMBAY VIEWS,

WITH LETTER-PRESS DESCRIPTION.

Number 3 will be ready in a few days, and will contain—

1—The Queen's Statue.
2—The Victoria and Albert Museum.
3—The Public Works Offices.
4—A Group of Natives.

VIEWS of BOMBAY and VICINITY always on hand.

25A, GRANT ROAD, BOMBAY.

KOUSANIE TEAS

OF SEASON 1871-72.

Souchong and Kousanie Mixture.

Cash Rs. 4 Packet of 2 lbs. Credit Rs. 4-8

Hyson and Orange Pekoe.

Cash Rs. 2-4 Packet of 1 lb. Credit Rs. 2-8

TREACHER & Co. (Limited).

BORDEAUX WINES.

The Company's Clarets have been known throughout the Presidency for many years as the best quality and the best value for their prices imported.

Clarets.

	Cash. Rs. a.	Credit. Rs. a.
PETIT MEDOC, vintage 1869 ..... Qts.	11 0	12 8
MEDOC, vintage 1866 ..... ,,	14 8	16 0
SAINT JULIEN, vintage 1861 ..... Qts.	20 0	22 8
CHATEAU LA ROSE ..... ,,	25 0	28 0
Do. ..... P

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON,

SHARE MARKET firm, and Government Paper dull.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value of shs.	Paid up.	Last divi-dend.	Names.	Cash Sales per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	4 p.ct.	Agra Bank	89
12,000	1,000	all	6 p.ct.	Bank of Bengal	1,440 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	763
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	230
15,250	1,000	all	5 p.ct.	Do of Madras	1,300
10,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L. & China	255
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
60,000	200	all	Nil.	Chartered Bk. of I. & C	240
37,000	250	125	Nil.	National Bank of India.	108
10,000	200	all	12 do	Oriental Bank	500

LAND COMPANIES.

4,000	3,000	all	Rs. 75	Colaba Land Co	1,020
8,000	150	all		Frere Land & Pier Co. Ld.	130
250	2,000	2,000	31p.s.	Mazagon Land	810
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	400

RAILWAY COMPANIES.

.....	£20	218-3-0	p.c.	G. I. P. Railway Consolidated Stock	255
.....	£20	109-12-0	do.	Do. New 5% Shares	126
.....	£20	43 10 0	do.	Ditto	.....
.....	£100	1,00	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	39-5-	do.	Do. New Shares	225

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s	Albert Mills Co	1,300
500	1,250	all	50p.s	Alexandra Spinning	1,175
500	2,500	all	140*	Alliance Spinning	2,375
100	5-5-0	all	....	Bombay	2,600
400	1,000	all	20*	Bombay United	830
1,000	150	150	25*	Bronch Mills	253
750	2,000	all	25p.s	Dhurumsey Spinning	2,400 xd.
750	2,000	all	200p.s	Great Eastern	2,050
2,500	1,00	all	140p.s	Manockji Petit's	1,075
900	1,00,1	all	Nil.	Morarjee Spinning	1,000
800	2,50.	all	225*	Oriental	2,400
1,000	1,500	2,400	210p.s	Royal	1,900

* Per share for the half-year

PRESS COMPANIES.

150	5,000	1,850	225ps	Akbar Cotton Press Co	2,100xd.
200	2,000	1,100	75do.	Albert Co. Kurrachee	915
250	3,000	850	Nil.	Alexandria Press Co	850
150	12,000	11,000	2000s	Apollo Press Co	7,900
200	2,000	all	210do.	Bombay Press Co	2,325
300	500	all	33 2do.	Do New	500
100	1,500	....	....	Carvaz Company	1,100
500	1,800	all	40 *	Colaba Press Co	6,300
350	2,000	all	200 s	East India Press Co	1,100
450	8,500	all	350 *	Fort Press Co	9,300
200	2,0.0	1,800	30 ps	Framji Cowasji Press Co	1,050
300	1,000	all	200 ps	French Press Co	860
200	6,000	6,000	225 ps	Hydraulic Press Co	2,275
250	5,000	1,467	75 ps	Imperial Press Co	1,150
20-	5,000	2,000	1.0 ps	Kurrachee Press Co	1,081
200	400	350	90 ps	Mofussil Press & G. Co	660
100	2,500	all	250 ps	Prince of Wales Press	2,400
150	2,500	all	Nil.	Rozewelly Press Co	850
225	2,000	1,000	250 *	Victoria Press, Madras	1,100
350	1,000	1,000	....	Branch Cotton Co	1,075

* Per share for the half-year.

MISCELLANEQUS.

.....	2,500	1,000	75 ps	Bombay Burmah Trading Corporation	1, 1)
80,000	50	all	4½ pc	Bombay Gas Company	55
500	2,000	300	21 ps.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 ps.	Mechanics Bldg's Co	24
2,000	500	all	40 ps.	Preacher & Co	400
3,000	250	all	6 ps.	Viegas Patent Slip Co	85

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 1 3/4d.
Do. Banks	6 months' sight	1s. 10 13/16d.
Do. Credits	6 Do. do.	1s. 11¼d.
Do. Documents	6 Do. do.	1s. 11 3/16d.
Calcutta	At sight	100 3/16.
Do.	30 days' sight	100
Do.	60 Do. do.	99½
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	228

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 1 -9-6
Bank of England Notes	10-12
Carolus	220
Mexican Dollars	222
Five-Franc Pieces	203
Bar Silver	106½
Gobi Leaf	16-10-0
Bar Gold 10 oz. English 100 touch	16-13 6
Australian Gold 100 touch	16-13-0
Government Securities	5 per cent.
Mercantile Bills	6 "

GOVERNMENT SECURITIES.

Five-and-a-half per cent	113½
New Transfer Loan of Four & half per cent of 1872	1 1/2
Four per cent	102
Four & half per cent. (Public Works Loan)	105½
Five per cent Debenture Loan, 1863-67	103½
15 years' Debenture Loans	104½
10 years' do. do.	103
5 years' do. do.	101
Six per cent Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent (2 f. 50 c.) of 1874	92½
New French Loan (fully paid-up)	92½
Paris Municipal Loan (Debenture Rs 117) per Bond.	87

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 4th May compared with the statement issued on 27th April :—

LIABILITIES.	27th Apr 1.	4th May.
Proprietors Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid Rs. 50,00,000		
Second Issue of do. of Rs. 100 do. ... „ 10,00,000		
	60,00,000	60,00,000
Reserve Fund, invested in Government Securities	5,00,000	5,00,000
Government General Treasury Balance at Head Office	391,28,883	365,61,954
Do. do. do. at Branches	40,41,657	44,28,565
Other Deposits	198,63,182	227,33,647
Post Bills	47,073	98,5 3
Cash Credits, undrawn	11,75,719	12,96,356
Rs.	707,56,514	716,25,055

ASSETS.		
Government Securities	60,10,258	67,41,192
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	57 86,635	53,30,067
Loans, on Security of do do.	15,24,289	11,57,597
Current Accounts overdrawn	2,835	1,854
Bills Discounted	132,12,939	129,17,103
Stamps	6,610	6,520
Dead Stock Rs. 4,93 093		
Amount applied in reduction „ 55,000		
	4,38 093	4,38,093
Bullion	15,53,998	24,53,595
Cash Balances with Correspondents	6,90,249	8,42 704
Cash and Currency Notes	4,78,40,286	417,41,349
Rs.	707,56,514	716,25,055

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 6th April 1872.

KHANGAUM.	RECEIPTS. Rs. a. p.	TRAIN MILEAGE.
Passengers	86 12 9	44
Goods	588 13 11	68
Electric Telegraph	2 13 9	0
Total	672 8 5	112
OOMRAWUTTEE.		
Passengers	111 8 4	32
Goods	391 10 2	76
Electric Telegraph	1 13 6	0
	505 0 0	108

SHIPPING.

DAILY FREIGHT REPORT—7TH MAY.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton	£2 5s. 0d. to £2 7s. 6d.
	Wooden Ships	£2 5s. 0d.
	Myrabolms & Cch bills	£1 10s. 0d.
	Seeds	£1 10s. 0d.
	Cutch	£1 10s. 0d.
Havre	Coffee	£2 17s. 6d.
Ovesland	Steamers	£2 15s. 0d. to £3
Liverpool via Suez Canal	Steamer Cotton	£1 17s. 6d. to £2 0s. 0d.
China	Cotton	Rs. 7 to 8 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 4 0 0 per ton
Calcutta to Bombay		Rs. 20 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVALS.

May	Vessel.	Cotamander.	From
7	St. Fillans	Nelson	Liverpool, Dec. 29.
	Annie	Baker	Rangoon, April 21.
	Sir J. R. Carnac (s)	Raffin	Goa, May 5.
	Oscar (s)	Higgins	London, March 28.
	Celestial Empire	Hicks	Newcastle, Dec. 22.
	Surrey (s)	Reed	Calcutta, April 20.

The following vessels were entered out for loading yesterday :—
Steamer Columbian, to Aden and Suez.
Ship Limerick Lass, to Allapny.

STEAMER REPORT.

GALLE, 5th May, 5-30 A.M.—Mail steamer from Calcutta signalled.

TRINCOMALLEE, 6th May, 1 P.M.—H. M. S. Orontes sailed for Negapatam this morning.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, latitude 18° 53m. 45s. N.; Long 4h. 51m. 25s. E. Height of Barometer above the Sea = 37 feet.

April.	Mean daily values derived from 24 hourly observations. Barometer corrected to 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer.	Dew Point.	Relative Humidity of Air.	Extent of cloudy Sky the whole sky clouded = 8	Maximum temperature of Air read at 9 P.M. on following day	Minimum temperature of Air read at 9 A.M.	Wind. General Direction.	Movement in 24 hours.
	In.	O	O	O						
29	29·705	82·2	76·7	74.7	·784	2·5	88·4	77·0	NW, E, W, WNW, NW	171
30	·686	82	76·6	74·0	·783	4·2	88·3	77·1	WNW, SE, WSW, SW, W, WNW, NNW	222
1	·673	82·9	76·0	73·4	·763	5·7	88·9	77·8	N, NNE, W, WNW, NW, NNW.	237
2	·654	84·4	77·2	74·5	·731	5·2	91·4	78·8	NNW, NW, N.	393
3	·695	80·2	75·4	71.1	·613	7·6	92·8	85·0	N, NNE, NNW, NW, NNW, N.	494
4	·702	83·0	77·5	75·0	·786	7·5	87·3	81·0	SSE, S, SSE, NW, WNW, W, SW.	377

DAILY IMPORTS.—7TH MAY.

FROM LIVERPOOL.

Oriflamme, 0 packages earthenware, Jaffer Rantoola ; 5 bags corks, Jamsetjee Heerjeebhoy ; 2 casks earthenware, Pallonjee Pestonjee ; 24 crates earthenware, Nanjee Canjee ; 10,000 pieces tiles, Ritchie, Steuart and Co.

Leith (s), 20 cases sewing ball thread, Cassum Abdool Rehmon.

Othello (s), 63 blocks, Ebram Abdool Cadur.

FROM LONDON.

Walamo (s), 32 cases foolscap paper, H. Clason and Co.

Andromeda, 50 packages glassware, Sultanjee Rujubally.

Othello (s), 105 cases soda water bottles, John S. Elmore and Co.

DAILY EXPORTS—7TH MAY.

FOR LIVERPOOL.

Mabel, 250 bales cotton, Lawrence and Co. ; 250 bales cotton, Perl, Cassels and Co. ; 100 bales cotton, Nusserwanjee Manockjee & Co.

Sydney Dacres, 300 bales linseed, Ralli Brothers.

Boxford, 600 bales cotton, W. Nicol and Co.

Ashgrove, 230 bales cotton, H. Bomanjee, Touche and Co. ; 1,000 bundles galls, Oomer Hoosein.

Andromeda, 31 tons old iron, Sir Charles Forbes and Co. ; 40 tons old iron, Richard Martin and Co.; 3,000 bundles galls, Soondersdass Vaujee ; 600 bales cotton, H. Clason and Co.

Petersburg (s), 32 bales hemp rope, Laljee Naronjee ; 50 bales hemp, Heerachund Cursonjee ; 4 bales cotton, Laljee Naranjee, 256 bales cotton, Gaddum and Co. ; 59 bales cotton, Muncockram Candass ; 100 bales cotton, Forbes and Co.; 160 bales cotton, John Campbell and Co. ; 65 bales cotton, Hurnekchund Shobagchund ; 150 bales cotton, Jewraj Dhunjee ; 55 bales hemp rope, Chapsee Easir ; 102 bales cotton, Amerchund Soondarjee ; 50 bales cotton, Nanjee Purmanund ; 56 bales cotton, Chutoorbhooj Pitamber.

Belgian (s), 11 cases false mace, Wadhooram Hookmomull ; 25 bales wool, J. Hormusjee and Co. ; 600 bales cotton, J. C. Bushby and Co.

Whitburn (s), 50 bales wool, Canjee Mecjee ; 32 bales wool, Vizbocandass Amrootlall ; 25 bales cotton, Killick, Nixon & Co. ; 33 bales cotton, Vasondyall Jokhiram ; 35 bales wool, Khimjee Ramjee ; 50 bales wool, Purootum Cursondass ; 90 bales wool, Nursey Khuttow.

Bellona (s), 50 bales cotton, Killick, Nixon & Co. ; 168 bales cotton, Whittle & Co. ; 200 bales cotton, Lyon & Co. ; 125 bales cotton, Goculdass Shamjee ; 132 bales cotton, R. L. King & Co. ; 92 bales cotton, Greaves, Cotton & Co. ; 50 bales coir yarn, Soondersdass Mooljee.

Othello (s), 850 packages linseed, Vasumbhoy Ebram & Co. ; 1,000 bales linseed, Soondersdass Vaujee.

Limerick Lass, 1,000 bags linseed, Sicaras, Hobart & Co.

Hannah Law, 74 bales coir yarn, Pestonjee Eduljee.

FOR LONDON.

Nachimoff (s), 12 cases peacock feathers, Hasson Noormomed ; 7 bales goat skins, Ichmoodbhoy Mahomed ; 70 cases olibanum and 40 bales hides, Jairazbhoy Peerbhoy ; 100 cases olibanum, D. G. Hasson & Co. ; 150 packages cloves, H. Bomanjee, Touche & Co. ; 17 bales hides, Nanseebhoy Gangjee.

Othello (s), 500 bags wheat, W. Nicol & Co.

FOR TRIESTE.

Aretusa (s), 50 bales cotton, G. Sigg & Co. ; 25 bags coffee, Gaddum & Co. ; 16 bags coffee, Eduljee Wookerjee.

FOR MARSEILLES.

Columbian (s), 103 bales cotton, Kunkler Preiswerck & Co.

FOR VENICE.

Aretusa (s), 100 bales cotton, G. Sigg & Co.

FOR ODESSA.

Nachimoff (s), 62 cases oil-cake, B. Bomonjee, Touche & Co.

FOR HAVRE.

Columbian (s), 24 bales cotton, Oodhowjee Dharsee ; 68 bales cotton, S. Tyebjee & Co.

Sandringham, 400 bales cotton, George Lockhart & Co.

Macelon, 500 bundles myrabollams, S. S. Narrelwala ; 70 bags coffee, S. Tyebjee & Co.

SALES AND PURCHASES.

The following sales are reported to have been made by European firms yesterday :—

PIECE GOODS

				Rs. A. P.
500	pieces Grey Shirtings	45 inch 39 yds. 6 lbs.		4 4 0
500	„ „ „	45 „ 39 „ 7 lbs.		5 1 0
1,000	„ „ „	40 „ 39 „ 8½ lbs.		5 9 6
750	„ „ „	40 „ 39 „ 7 lbs.		4 13 0
500	„ „ „	40 „ 39 „ 7 lbs.		4 12 6
250	„ „ „ (fine)	45 „ 39 „ 9 lbs.		6 12 0
2,000	„ „ Jaconets	40 „ 39 „ 2½ lbs.		2 2 6
3,200	„ „ „	45 „ 39 „ 2½ lbs.		2 7 0
500	„ White Mulls (G. E.)	45 „ 20 „		2 9 6
1,500	„ Grey Madapollams	32 „ 24 „		2 3 0

COTTON.

25	candies New Veerumgaum, ready		...	Rs. 283
25	„ „ Dhollera	„	...	„ 286
25	„ „ Do.	„	...	„ 287
25	„ „ Hingunghut	„	...	„ 315
75	„ „ Dhollera	„	...	„ 264-65
50	„ „ Do.	„	...	„ 266
100	„ „ Do.	„	...	„ 267
75	„ „ Do.	„	...	„ 265-66

YARNS.

7 bales	T. Red Twist,	No. 30-50	...	As. 26 per lb.
15 „	Water „	No. 30	...	„ 12 2/16 „
5 „	„ „	No. 40	...	„ 14 7/16 „
50 „	„ „	No. 16-24	...	„ 10½ „

BOMBAY GOVERNMENT TELEGRAPH OFFICE—7TH MAY, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 7th May, 3-15 A.M., Greenwich time. Time in transit, 5 hours 22 minutes.

Via Red Sea, 7th May, 12-55 P.M., Greenwich time. Time in transit, 1 hour 43 minutes.

Latest dates from Continent of Europe.

Via Russia, 7th May, 8-55 A.M., Greenwich time. Time in transit, 4 hours 26 minutes.

Via Red Sea, 6th May, 7 P.M., Greenwich time. Time in transit, 7 hours 39 minutes.

Latest dates from America.

Via Red Sea, 6th May, 10 P.M., Greenwich time. Time in transit, 6 hours 55 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 6th to 8 P.M. of the 7th May is as follows:—

To Bombay.	Max.	Min.
From Calcutta	9 3	0 15
„ Galle	84 24	9 4
„ Kurrachee	0 42	0 4
„ Madras	8 21	0 6

TELEGRAPH LINE REPORTS.

KURRACHEE, 7th May, 8 P.M.—Latest dates from United Kingdom, via Russia, 7th May, 2-5 P.M. From Continent of Europe, via Russia, 7th May, 8-55 A.M. ; via Turkey, 6th May, 1-20 P.M. From America via Russia, 7th May, 5-50 A.M. Cable right to Pao ; Turkish line right to Pera ; Persian line right to London.

WEATHER REPORTS.

CALWAR, 7th May, 19 A.M.—Weather fine, wind south, thermometer 83, barometer 30-08, rainfall 3 cents.

VINGORLA, 7th May, 10 A.M.—Weather very cloudy, wind south west, thermometer 85.

MANGALORE, 7th May, 14 A.M.—Weather cloudy, thermometer 82.

MILITARY.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, May 4.)

Mr. W. H. Hudson, Asst. Mag. and Collr., Gorackpore, six months' furlough to Europe, with effect from the 1st May, together with 30 days' subsidiary leave.

Mr. William Thomas Church, Offg. Joint Mag. and Depy. Collr., Shahjehanpore, one month's privilege leave, with effect from the 30th May next.

The Notification from this Dept. No. 501A., dated the 20th Feb. last, granting three months' privilege leave to Mr. James White, Asst. Mag. and Collr., Futtehpore, is hereby cancelled.

Mr. C. Robertson, Jr. Secy. to Govt. N.W. Provinces, Offg. Depy. Supt. of the Family Domains of the Maharajah of Benares, to officiate as Mag. and Collr., Mirzapore, during the absence on deputation of Mr. Pollock, until further orders.

Mr. H. F. D. Moule Offg Joint Mag. and Dy. Collr., Mirzapore, to officiate temporarily as Depy. Supt. of the Family Domains of the Maharajah of Benares, with effect from the date when he received charge from Mr. C. Robertson.

Mr. G. R. C. Williams, Asst. Mag. and Collr., Moorutfernugger, to officiate as Joint Mag. and Dy. Collr., 2nd grade, with effect from the day when Mr. Moule received charge of the office of Depy. Supt. of the Family Domains of the Maharajah of Benares.

The service of Mr. R. C. Oldfield, Dist. and Sessions Judge Mynpoory, and of Mr. A. R. S. Pollock, Mag. and Collr., Mirzapore, are placed temporarily at the disposal of the Govt. of India, Home Dept.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.		Mail closes.	After packet.
United Kingdom	May 13	...	5-30 P.M.	6-30 P.M.
Kurrachee	„ 17	...	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	„ 10	...	11 A.M.	12 A.M.
China	„ 20	...	3 P.M.	} No after-packet.
Australia	June 1	...	3 P.M.	
Mauritius, Reunion, &c.	May 13	...	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M.

The following revised arrangements in the hours for closing Mails came into operation on the 19th February :—

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 Anna each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 7 P.M. :—

Monday	May 13	Friday		Sept. 6
„	„ 20	„		„ 13
„	„ 27	„		„ 20
Friday	May 31	Monday		„ 30
„	Jun. 7	„		Oct. 7
„	„ 14	„		„ 14
„	„ 21	„		„ 21
„	„ 28	„		„ 28
„	July 5	„		Nov. 4
„	„ 12	„		„ 11
„	„ 19	„		„ 18
„	„ 26	„		„ 25
„	Aug. 2	„		Dec. 2
„	„ 9	„		„ 9
„	„ 16	„		„ 16
„	„ 23	„		„ 23
„	Aug. 30	„		„ 30

MAILS TO MAURITIUS.

In supersession of Postal Circular No. 11, dated 26th January 1872, and Erratum, dated 2nd February 1872, it is notified that the dates on which Regular and Supplemental Mails will be made up are as given below :—

The dates of departure from Bombay of the Supplemental Mails are in consonance with the Time Table of the Messageries Maritimes Company, but as sometimes the French Mail Steamers leave Aden for the Mauritius before the dates given in the Time Table, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that portunity may sustain at Aden.

REGULAR MAILS.		SUPPLEMENTAL MAILS.	
Monday	May 13	Monday	May 20
Friday	June 7	Friday	June 14
„	July 5	„	July 12
„	Aug. 2	„	Aug. 9
„	„ 30	„	Sept. 6
Monday	Sept. 30	Monday	Oct. 7
„	Oct. 28	„	Nov. 4
„	Nov. 25	„	Dec. 2
„	Dec. 23	„	„ 30

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
Half Year	*ditto*	24	0 0
Three Months	*ditto*	14	0 0
One Month	*ditto*	5	0 0
One Week	*ditto*	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Editiou for Indian Subscribers also contains the Telegrams received from Europe during the Week.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	„	0	4 0

NOTICE.

HIS EXCELLENCY the GOVERNOR will HOLD a LEVEE at the Town Hall, on FRIDAY next, the 10th instant, at 5 o'clock p.m.

Gentlemen purposing to attend are requested to bring two Cards, with their names legibly written thereon—one to be delivered to the Aide-de-Camp in Waiting, and the other to the attendant at the door.

Full Dress.

By order,
R. M. DEANE, Major,
Military Secretary to H. E. the Govr.
Govt. House, Parell, 7th May 1872.

NOTICE.

HIS EXCELLENCY SIR PHILIP WODEHOUSE will be happy to RECEIVE VISITORS at Government House, Parell, on SATURDAY next, the 11th instant, from 5 to 7 o'clock p.m.

Visitors are requested to bring their Cards.

J. P. E. JERVOISE, Captain,
Aide-de-Camp in Waiting.
Govt. House, Parell, 7th May 1872.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

DEATHS.

ARMSTRONG—April 30th, at Bareilly, Alexander Charles, the infant son of C. M. Armstrong, Esq., aged seven months and four days.

ANSTRUTHER—May 2nd, at Bhurwa Sagar, near Jhansie, Keith Robert, the beloved son of Captain Anstruther, 104th L. I., aged thirteen months.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department." *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

WEDNESDAY, MAY 8, 1872.

THE condition of the Baroda State has for some time past been a flagrant illustration of the evils of that policy of *laisser faire* which the Paramount Power in India has inclined to in its dealings with native princes since public sentiment in England began to condemn the policy of annexation. The political pendulum after the mutiny swung slowly back from the extreme of all-engrossing Imperialism which it had reached in Lord Dalhousie's days to the opposite extreme of a loose Federalism which is satisfied with the mere profession by native rulers of allegiance to the Queen of England ; and now, in the natural course of things, there are signs of a reaction of opinion in the former direction again. Anyone who converses much with independent natives, or observes the tone of the native press, must have been struck with the impatience which is often expressed of the excess of good nature which the English Government displays towards those princes and chiefs to whom the mass of the people are supposed by the English partisans of the Nawab of Tonk to be passionately attached. One commonly hears it said and sees it written now by intelligent natives that the pensions given to the idle princes who live in luxury in the principal cities of British India, or go to London to pass their time in pleasure and intrigues, are so much money thrown away ; and, even as regards the still nominally independent native rulers whom we maintain on their thrones, it is often asked how the English Government can feel justified in supporting with the irresistible force of British bayonets sovereigns whom it does not restrain from plundering and oppressing their subjects, and whose lives would not be worth half an hour's purchase if the protecting hand of England were withdrawn and the people set free to avenge their own wrongs upon their tyrants. The scandalous way in which the affairs of the principal native State in Western India, that of Baroda, are administered would in old days have provoked, as it would have justified, insurrection ; but the people now are powerless. Our Government has kept a Political Agent at Baroda who seemed to think it his whole duty to encourage the Gaekwar to do whatever he liked ; and, if the people complained, to let the prince overawe his disaffected subjects by threatening them with the displeasure of the mighty English Government.

An incident has, however, occurred lately at Baroda which ought to bring matters to a crisis. When the present Gaekwar, Mulharrao, stepped from a prison to a throne, his first thought was to wreak his vengeance on the friends and ministers of his late brother, whom he held responsible for all he had suffered. Of these the chief was Bhow Scindia, the Prime Minister of the late Gaekwar, a man with whom the Political Resident, General Parr, had been for years in friendly and intimate communication. The English Government had made Mulharrao the sovereign of Baroda, and not generosity merely, but justice and sound policy, required the Resident to see that the power thus given him should not be cruelly abused, and that at all events the representatives of the late Gaekwar, who had always been a loyal ally of our Government, should be shielded from harm. But General Barr quietly allowed Mulharrao to seize Bhow Scindia, put him in prison, and keep him there ; and now this unfortunate victim of the quarrels of princes has died in prison under circumstances which warrant suspicion and inquiry. Bhow Scindia's death took place after General Barr left Baroda, and in the interregnum between his departure and the arrival of his successor Colonel Shortt ; and the Assistant Political Agent, Captain Hancock, hearing rumours of foul play, demanded that the body should not be touched till a careful investigation had been made into the causes of death. This representation the Gaekwar's people took no heed of. Bhow Scindia's body was buried as speedily as possible, and so, if a crime was committed, all traces of it have been removed. This seems to us to be *primâ facie* a worse case than the Nawab of Tonk's, for the present Gaekwar of Baroda is a mere creature of the British Government whom we have forced the people to accept as their ruler ; and we hope that no pains will be spared to ascertain who is responsible for the death of Bhow Scindia, and that, if the complicity of the prince be proved, the powers of jurisdiction which he has shown himself unfit to exercise will be taken away from him.

THERE is something pathetic in the irrepressible belief of humanity in fresh starts, new brooms, and that vague operation known as turning over a new leaf. In vain do philosophers and world-worn cynics declare that history with wearisome iteration continually repeats herself, and that the thing that hath been again shall be, so long as the world stands, and is bound in the iron bands of the laws to which she is now subject. The mystery of humanity is that by no process of schooling can the experience of ages be so impressed upon our hearts that we can profit by it as soon as we have intelligence to apprehend the drift of its teaching. Each mortal unit, though born of the latest seed of time, can utilise little of the wisdom of his ancestors, but, with the air of an explorer in new found lands, walks amazedly on most obvious and well-trodden highways, or blunders into the stalest and most old-fashioned pit-falls with an air of intense surprise and indignation. We change a name, a personage, a political cry, and, behold, a new Heaven and a new Earth. Years do not convince us of our error, although the Heavens remain as brass and the world is the same dull market that wearied its earliest sage. "Just about to begin," we cry ; "the Harlequin waves his flexible bat and the great transformation is about to take place! Be in time! Be in time!" But the new scenes are surprisingly like the old, the pantomime really goes bravely on, and the truest word spoken is that of the clown who steals the policeman's head-gear and throws it at Pantaloon with a contemptuous grumble—"Same old Hat!" Hope springs eternal in the human breast, and although she has been cheated many a time and oft she will not be put off, but springs up again, confident as a Jack in the box and sanguine as an Irish political adventurer. Times were hard, rulers were indifferent, the weather was bad, nobody appreciated us ; but *now*, ah! now we shall see brave doings and everything will be set straight! This mood we learned in infancy, and hardly can we shake it off in middle age : nay, there are men who, carrying the burden of fourscore years, stumble unawares into the grave while intently gazing on the light of some new Aurora. Perhaps in this country of all others we are more instructed in the art of indifference, and the *nil admirari* airs of experience than elsewhere, but even here there is at this moment a feeling that now we emerge into a clearer and brighter atmosphere and enter on a truer, quieter, and more wholesome political life. Now surely will the good work of faithful servants of the State receive its due meed of recognition, now will real labour take the place of fitful fuss, while the steady progress of public business will be so clear to all men's eyes that neither honeyed blarney nor petulant self-assertion will be needful for its vindication. We all know too well how many important questions demand the closest attention and the most strenuous exertion on the part of the Bombay Government. We also know too well the Remora-like force of hindrance possessed by certain members of that Government, and we are ready to believe in part the frequent and dismal moan of the late Governor that it is very hard to be at once an obedient servant and a liberal master. But we cannot help hoping that the "Lions in the way," whose fearful aspect froze our late ruler into inaction, may be demonstrated to be tame, chained, beasts or skins stuffed with straw. All things are possible at this moment to our hope. It is written in lead and the rock that, being mortal, we shall in some measure be disappointed. But we expect, as we have a right to expect, the best possible results from the business habits, veracious manners, and trained sagacity of Sir Philip H. Wodehouse, nor shall we be slow to acknowledge as occasion arises the obligations under which we trust he will lay the Presidency by his careful and conscientious administration. Our foundations are not yet of chrysophrase, jacynth, and amethyst, nor are the pearls for our gates yet raised from the deep sea ; yet, though perhaps falling short of some recent boasts, city and country are rich and fair enough and crowded by a vast and varied population whose well-being is a charge calculated to tax to their utmost the best powers of an honest and vigorous Government.

THE difficulties of the Government at home certainly do not diminish. It appears that after all

and there is no necessity for establishing experimental farms.

By Sir D. Wedderburn—I think Mysore has benefited greatly by being under British administration up to a certain point, but as more complicated administrative arrangements and numerous officers come to be introduced, I think the advantages begin to disappear, and a great expenditure of money occurs which is not in my opinion for the benefit of the people of the country.

By Sir T. Bazley—The cultivation of rice in my experience was not profitable. I did not find it worth the trouble. But coffee I did find profitable. I sell my coffee directly in London. From Mysore it may be sent either to Mangalore, or to Bangalore, and from the latter by rail to Madras. I do not think the P. W. D. in India altogether unnecessary, but I say it should be subordinate to the revenue officers. I attach the greatest importance to irrigation, and think increased production from the soil can only be obtained by that means.

Mr. J. B. Smith—There is a general impression that India is a rich and fruitful country. Is that your experience?—No. I think India is one of the poorest countries in the world.

By Sir J. Elphinstone—It is generally understood everywhere that the native manufactures are decaying, I am not aware that there has been any improvement in the Mysore district since the opening of the railway to Bangalore, which occurred, I think, 9 or 10 years ago. As a manure I have been using lately nitrate of potash in addition to bone. It is to Europeans that I think the rice cultivation is unprofitable. I think in the course of about 30 years if you had money you might alter the condition of Mysore very materially indeed by means of plantations which would have the effect of mitigating the evil arising from dry, hot winds, and would also aid in increasing the supply of water and by means of the leaves furnish a valuable manure for the soil.

By Mr. Fawcett—I have studied the general politics of India with very great care. At present I am engaged in going through every branch of the administration.

You think that the public works have been carried on on much too expensive a scale, and have been the means of increasing the burdens of the people?—Undoubtedly.

And also that the money which Government might justly have spent should have been differently spent from what it has been?—Yes.

That instead of building bridges, for instance, which might in many cases be regarded rather as articles of luxury they should concentrate more of their energies on carrying on irrigation works and others which might be regarded as works of necessity?—Certainly.

You disagree with the opinion which has been expressed by Colonel Chesney and other witnesses to the effect that the natives have not carried out great engineering works by themselves?—Yes, entirely so.

You think some of their engineering works would compare favourably with any we have constructed?—In regard to irrigation works certainly, but not in regard to roads.

In irrigation works they have shown remarkable ingenuity?—Yes. I believe from reports and other sources that their construction could not be easily improved.

You think also that they are not behind us in agriculture?—Considering the means at their disposal, I think that they are not far behind us.

And some of their agricultural implements show a great skill, and have indeed in some cases anticipated inventions that we have introduced?—That is so, particularly in regard to a kind of drill which is in use in Mysore.

Do you think that famines are likely to be in the future more frequent and destructive than in the past?—Certainly.

You consider that by opening up and improving means of communication you encourage the natives to grow products which are most suitable for Europe, and therefore to grow less food; and although the trade may be profitable from a money point of view, in return for those products they do not receive food but money?—Exactly so.

You take a very gloomy view, I believe, of the future of the finances of India?—Very.

How do you express that view?—Simply by saying that if it were not for the sale of opium to the Chinese the country would be bankrupt.

Would it not be possible to make up for the loss of that revenue by other means of taxation?—Not without exciting great discontent throughout the country.

Then you say some parts of the revenue are uncertain, and that we have so strained and used up our sources of revenue that if we lose such a revenue as that from opium we should not be able to put anything in its place?—Certainly not.

By Sir S. Northcote—In regard to the Orissa famine I understand there was at the head-quarters of Government an incapacity to believe in the full extent of the crisis, and this led the local officers to send in modified reports, representing the state of things as better than it really was.

By Mr. Fawcett—I think great economy might be effected in the carrying out of public works by employing native agency more largely than it is instead of the costly agency of officers from Europe. Altogether I think we govern India on too costly a scale. I consider a great evil arises from the want of a proper channel of communication between the natives and the Europeans, and I would suggest, to remedy this, that there should be in each district or town a council consisting of natives nominated by the natives who should meet regularly and to whom the European officials should communicate the wishes of Government, asking their opinions as to the wants and requirements of the people. This would gradually develop itself into a more important representative institution. The natives are every year having a smaller amount of money invested in the public funds, and I think this shows a want of confidence on the part of the people in the Government and in the stability of the financial administration.

You think the greatest difficulty that we have to contend with in India is coming financial embarrassment?—Undoubtedly.

You draw this general conclusion that in order to render our rule in India more secure we ought to exercise greater care in our financial administration and seek to improve it?—That is the key of reform.

By Mr. Lyttelton—I think it is a matter of certainty that the opium revenue will decrease. The Chinese are now I believe producing as good opium themselves, and it is also being cultivated in Persia.

By Sir S. Northcote—Having regard to the financial necessities of the country, I would stop all works except those required for irrigation.

On the examination of the witness being concluded the Committee rose. It was announced that at next sitting a gentleman who had come specially from India (? Mr. Chapman, Accountant-General at Bombay, who was present at the commencement of the present meeting) would be examined in regard to the accounts of 1870-71.

BOMBAY.

Belgaum.—Mr. E. H. Hoogwerf has been appointed head master of the Belgaum Sirdars' High School.

Elphinstone College.—Mr. Sabajeerao Chintamon has tendered the resignation of his post of Junior Dakshina Fellow in the Elphinstone College.

Postal Notice.—Mails for Veraval, Porebunder, and Cutch Mandvee, per s.s. Taptee, will be closed at the General Post Office at 9 o'clock this morning.

Kaira.—The *Kaira Wartman* bitterly complains that during last month several murders were committed in the district, but the culprits have not yet been arrested.

False Scales.—The Magistrate at the Girgaum Police Court yesterday fined one Mahadoo Succaram five rupees for having in his possession false scales, he being a retail dealer.

Dengue Fever in Some Parts of Kattywar.—The *Kattywar Sammachar* states that dengue fever has made its appearance in Porebunder, Veravul, and Joonaghud, in Kattywar.

Victoria Theatrical Company.—It will be seen from a notice elsewhere that this Company reproduce to-night, at their own theatre, the new Gujeratee play entitled "Jehangeer," to be followed by a farce.

Theft.—Mr. Dosabhoy Framjee yesterday sentenced a man named Pitamber Lulloo to six weeks' rigorous imprisonment, for stealing two gold and ivory bangles, the property of Runchordas Bodlakeedas.

The Acting Second Magistrate of Police.—We understand that Mr. Dosabhoy Framjee, Acting Second Magistrate of Police, has applied to Government to relieve him from his magisterial duties.

Mr. White's Historical Painting of the investiture of H. R. H. the Duke of Edinburgh as a G. C. S. I. is still on view in the Town Hall, and is well worthy a visit from those who have not yet seen it. A photograph has been taken of the picture.

The Gaekwar of Baroda.—The *Arya Mitra* censures H. H. Mulharao for not remunerating the services of Mr. George Taylor, barrister-at-law, rendered to him while he was imprisoned by the late Khunderao Gaekwar.

The Road between Poona and Wai.—A correspondent of the *India rakash* states that travelling on the public road between Poona and Wai has become exceedingly unsafe. Travellers are robbed and sometimes wounded even in broad daylight.

Arrival of the Ranee of the late Gaekwar.—On Sunday last the Ranee of the late Khunderao Gaekwar arrived in Bombay with about twenty four armed followers, and has taken up her residence temporarily in a bungalow near the Dadur Station.

Educational.—The exchange of appointments between Sub-Assistant Surgeon Bhickajee Amroot, teacher of Anatomy and Physiology in the vernacular class of the Grant Medical College, and Narayen Ananta, in charge of the Panderpore charitable dispensary, has been sanctioned.

Pick-Pocket.—Yesterday, at the Fort Police Court before Mr. Dosabhoy Framjee, one Sonia Raghoo was charged with stealing four rupees in cash from the pocket of a Hindoo named Govind Gopal. The man was adjudged guilty and sentenced to a month's imprisonment.

Refractory Seamen.—Andrew Hodge and Albert Smith, seamen of the ship Contest, were yesterday charged before Mr. Dosabhoy Framjee with wilful disobedience of lawful commands in the refusal of duty, and were, on conviction, sentenced to rigorous imprisonment for four weeks each.

Juvenile Offenders.—Balla Hurrywellas and Bakhya Wittoo, aged twelve and seventeen years respectively, were charged before Mr. Nana Morojee yesterday with stealing a neck ornament, of the value of Rs. 48, from the person of a child. They were adjudged guilty, and sent to the David Sassoon Reformatory.

The Nawab of Surat.—In a paragraph which appeared in yesterday's *Gazette* regarding the visit to Bombay of H. H. the Nawab of Surat, it was by mistake stated that the Nawab presented a splendid gold sword to His Excellency the Governor. The sword was presented by Sir Seymour Fitzgerald to the Nawab.

Boat Licence.—In the Fort Police Court, yesterday, Banajee Bhowanjee, a boatman, was charged before Mr. Dosabhoy Framjee with carrying passengers in his boat without having obtained a licence from the Master Attendant. He was convicted and fined three rupees.

The Parsee Elphinstone Dramatic Club.—The members of this talented company of Parsee actors produce again to-day, at the Grant Road Theatre, their new original Gujeratee drama entitled "Goolnar the Chaste," to be followed by a farce. To-night's is a special performance for families. We trust these deserving amateurs will meet with sufficient public encouragement.

Reformatories for Juvenile Offenders.—The *Bombay Summachar* points out the advantages of reformatories for juvenile offenders, and regrets to find that there are few or no institutions of this character in this Presidency. Our contemporary exhorts both Government and the charitable public to found such reformatories in the Mofussil, where their existence is sure to lead to many good results.

A Noted Thief.—At the Fort Police Court, before the Acting Second Magistrate, yesterday, a Hindoo named Pitamber Gopal was charged with stealing a clock belonging to one Wishwanath Withal. On Monday a policeman found the prisoner in the native town with something under his arm. He suspected something wrong, and called out to the prisoner to stop. The latter did not pay any attention to what the policeman said, and ran away. The peon followed him and seized him. The prisoner was adjudged guilty, and sentenced to two months' rigorous imprisonment.

Fall of Rain at Poona.—On the evening of Saturday last we had a good, smart shower of rain, which lasted for about an hour or so, and on Sunday afternoon we were again favoured with rainfall, which lasted from about three o'clock until five. It has had little effect however in lessening the heat, which is still very oppressive, and the general cry is that it will only produce disease. This we strongly doubt. There are still heavy clouds gathering, which seem to speak of more rain very soon, and we do hope that it will come down in right earnest.—*Poona Observer.*

Scarcity of Water at Poona.—We have to note the great scarcity of water in the city of Poona at present which is causing great inconvenience to the inhabitants of the city especially, and in the water in the Katriz Tank is daily diminishing. When it is done we do not know what the poor people will do, or from whence they will get a supply. It behoves the Municipality to adopt some measures as soon as possible, so that in case the present supply ceases to have some reserve, otherwise we cannot say what will really be the consequence. Let us however hope for the best.—*Ibid.*

A Regular College for Ahmedabad.—We learn from a private letter that it is in contemplation to establish a regular Arts College at Ahmedabad in the place of the present Guzerathi Provincial College, which has been in existence for the last 11 years. The vacancy caused by the departure of the Law Tutor, Rao Saheb Vasudev Juggonath Kirtikar, will not be filled, but the funds originally subscribed by the principal merchants of the place, together with further subscriptions from its inhabitants and the princely donation of a lack of rupees of H. H. the present Guicowar will, it is believed, provide funds sufficient for the establishment of a really collegiate institution, since the Government have already pledged themselves to grant a sum equal to the total subscriptions of the inhabitants for carrying out this great project.—*Indu Prakash.*

SHIPPING ITEMS.

The barque Annie, 540 tons, Captain John Baker, arrived yesterday from Rangoon (April 21st) with a cargo of timber.

The s. s. Surrey, 1,071 tons, Captain Reed, arrived here yesterday from Calcutta (April 20th) with a general cargo. She is consigned to Messrs. W. Nicol & Co.

The s. s. Oscar, 824 tons, Captain B. Higgins, arrived here yesterday from London (Mar. 28th) with a general cargo. She is consigned to Messrs. Finlay, Muir & Co.

The steamer Scanderia, bound from Calcutta to Bombay, previously reported as aground in the Hooghly, has been got off without damage, and after re-loading cargo will leave about 10th inst.

The ship St. Filans, 1,088 tons, Captain J. Nelson, arrived yesterday from Liverpool (December 29th with a cargo of 1,390 tons of coals. The vessel is consigned to Messrs. W. and A. Graham and Co.

The late cyclone at Madras has caused high rates to be offered here, and the Persia, 1,754 tons, and Gatineau, 1,165 tons, have been already chartered to load at Madras and the Coast for London. The Queen of Ceylon, 122 tons, Ocean Beauty, 547 tons, Western Belle, 1,729 tons, are also going round; besides these, we hear of cargoes for several ships daily expected to arrive having been also arranged for.

STATE OF THE TIDE AT BOMBAY.

High Water. Time.	Height.	May.	Low Water. Time.	Height.
H. M.	Ft. In.		H. M.	Ft. In.
0 9 a	6 8	Wednesday ... 8	5 35 m	7 4
11 19 a	4 8		6 6 a	3 11
.....	.....	Thursday 9	6 6 m	7 3
0 42 a	6 4		6 41 a	3 5
0 19 m	4 3	Friday 10	6 38 m	7 0
0 17 a	6 0		7 16 a	2 11
0 53 m	3 8	Saturday..... 11	7 11 m	6 5
1 55 a	5 5		7 58 a	3 3
1 25 m	2 10	Sunday 12	7 45 m	5 7
2 37 a	4 8		8 38 a	4 6
2 2 m	2 0	Monday..... 13	8 21 m	4 6
3 22 a	3 9		9 26 a	4 0
2 44 m	1 2	Tuesday..... 14	9 2 m	3 6
4 14 a	3 2		10 25 a	0 8

Moon—First Quarter, 15th, 8h. 56m. P.M.

THE "HABEAS CORPUS" CASE.

James W. T. Wilson v. Minnie Wilson.

In this case, on the 29th ult., the applicant, a clergyman, obtained a rule *nisi* for a writ of *habeas corpus* directing that his wife Minnie Wilson should restore to him the body of his daughter Annie Elizabeth Wilson, said to be about fourteen years of age. The parties appeared before Mr. Justice Bayley in Court on the last inst., when Mrs. Wilson, who appeared in person, proceeded to show cause why the rule should not be made absolute and why her daughter ought to be allowed to remain under her care. Consequent upon certain allegations she made derogatory to the character of his client, the applicant, Mr. Pigot applied that the case should be removed into chambers. It was accordingly stopped and was resumed on Monday before Mr. Justice Bayley in chambers, when Mr. Pigot appeared for the applicant; and Mrs. Wilson was represented by Mr. Macpherson, who had handsomely taken her case in hand on her stating in Court on the previous occasion that she was too poor to secure legal advice. Mrs. Wilson, was examined at great length and made statements impeaching the moral character of her husband. The enquiry, which was conducted privately, was then adjourned for the examination of witnesses. It was resumed yesterday, and after the examination of a few witnesses, was further adjourned.

THE BENCH OF JUSTICES.

Yesterday afternoon another meeting of the Justices of the Peace was held in the Durbar Room. There was no quorum, but instead of waiting till there was one, in which case there would have been no meeting, the more sensible plan was adopted of going on with the business till such time as attention should be called to the deficient number of Justices. The remaining items of the budget were gone through very comfortably, ending in the resolutions we publish beneath. The most lively bit of the meeting was a skirmish between the Commissioner of Police and the Municipal Commissioner. Mr. Souter asked that the legal opinion on Mr. Forbes' late resolution regarding personal allowances should be read to the Bench, and so the Chairman read it, which, one of Mr. Green's, was in effect that the passing of the resolution by the Bench was illegal. Mr. Hope made the remark that that was only the opinion of one lawyer, and that probably if another were consulted the opinion given would be different, and as for himself he differed from Mr. Green's conclusion. Mr. Souter said it did not matter to the Justices whether Mr. Hope differed with Mr. Green or not. Mr. Hope replied that that remark was totally uncalled for, and if any remark of that kind were repeated he should take it as offensive. Mr. Forbes then proposed that the part in question of his own motion should be withdrawn, which was agreed to.

Proposed by Dr. Blaney and seconded by Dr. Cook—"That a sum of Rs. 3,000 be sanctioned for providing a laboratory to enable the Health Officer to carry out the analyses of air, food, soil, and water.—Carried.

Proposed by the Municipal Commissioner and seconded by Capt. Baker, R.E.—"That the cost of the Health Department be accepted at Rs. 893,433, including the items for disposal of town sweepings and new works previously sanctioned by the Bench and subject to the necessary correction on account of the reduction on the salaries of the Health Officer, Chief Superintendent and Superintendent of Markets, ordered at the meeting of the Justices held on the 12th instant."—Carried.

Proposed by Captain Baker and seconded by Dr. Blaney—"That the following sum be added to the vote for the Health Department, Rs. 2,250, for the removal of animals to Coorla instead of Antop Hill."

Proposed by Mr. Forbes and seconded by the Municipal Commissioner—"That the latter part of the vote of the Bench, dated 18th April 1872, regarding cost of the establishment of the Police, viz., from the words 'subject to' to the end of the resolution, be omitted."—Carried.

Proposed by the Municipal Commissioner and seconded by Mr. Narayen Wasudew—"That the cost of the Executive Engineer's Department be accepted at Rs. 853,162, exclusive of the drainage assignment."

Proposed by the Municipal Commissioner and seconded by Mr. Narayen Vasudew—"That the first two items in the detailed statement regarding Public Works Department, (page 68), comprising Rs. 30,650, be sanctioned."—Carried.

Proposed by the Municipal Commissioner and seconded by Mr. Hart—"That the item of Rs. 1,500 for the Panwell Brick Works Establishment (page 68) be sanctioned."

Proposed by the Municipal Commissioner and seconded by Mr. Spencer—"That the item of Rs. 4,500 for proportion of Engineer's salary (page 68) be sanctioned."—Carried.

Proposed by Sorabjee Shapoorjee Bengali and seconded by Dr. Atmaram Paudurang—"That the opinion of the legal adviser of the Bench be taken whether the items 3 to 8 at page 68 of the Municipal Commissioner's Budget can be legally paid for out of the drainage assignment under sec. 8 of Act 2 of 1865."

Proposed by the Municipal Commissioner and seconded by Captain Baker—"That the item of Rs. 139,415 for the Sonapoor Drain (page 68) be sanctioned."—Lost.

Proposed by the Municipal Commissioner and seconded by Captain Baker—"That the item of Rs. 21,285 for the Agripora Drain (page 68) be sanctioned."—Lost.

Proposed by the Municipal Commissioner and seconded by Captain Baker—"That the item of Rs. 45,000 for the Grant Road Drain (page 68) be sanctioned."—Carried.

Proposed by the Municipal Commissioner and seconded by Captain Baker—"That the item of Rs. 7,650 for miscellaneous drains and contingencies (page 68) be sanctioned."—Carried.

Proposed by the Municipal Commissioner and seconded by Mr. Narayen Vasudew—"That the Loan Statement (page 71) be passed and the sum of Rs. 672,724-0-8 be sanctioned."—Carried.

Proposed by the Municipal Commissioner and seconded by Mr. Dosabhoy Framjee—"That the sum of Rs. 10,000 for primary education (page 9) be sanctioned."—Carried.

Proposed by the Municipal Commissioner and seconded by Mr. Dosabhoy Framjee—"That the items for pensions, discretional contingencies, auditors' allowances, and water metres (page 9), making in the aggregate Rs. 38,221, be sanctioned."—Carried.

The meeting then adjourned to Tuesday the 14th instant at 3 P.M.

THE DEPARTURE OF THE FLYING SQUADRON.

Compared with its appearance during the past fortnight our harbour has now an empty appearance, the Flying Squadron having left for the Cape of Good Hope on Monday afternoon. The Cadmus left in the morning for China, the other ships of the Squadron doing honours to her as she steamed round them. It would be three o'clock when the Squadron first got up steam, and it took an hour to complete their preparations. At four o'clock, the Narcissus, whose head was facing up the harbour, steamed past the Glasgow and then turned round, the other ships doing the same. At the inner lightship the Narcissus stopped, and then the Inconstant took the first place, followed by the Immortalité, Topaz, and Volage. The Narcissus followed in the rear, and in this order the Squadron steamed out of harbour. By the resignation of Admiral Seymour consequent on his appointment to a high position in the Admiralty, the captain of the Inconstant became senior in command, while the post captain of the Narcissus, the late flagship of the Squadron, being the junior captain in the fleet, his ship had to go to the rear. Doubtless a good deal of chaffing from the other ships had to be borne by the Jacks in the Narcissus as she lay to to allow the ships to draw ahead of her that she lately led. The departure of the Squadron is regretted by Bombay, for the officers and sailors made a most favourable impression by their gentlemanliness, jollity, and good behaviour during their short sojourn here. They will be sure of a hearty welcome if ever they return.

THE BRANDING CASE.

This case, in which one Abdool Rehmon Hajee Cadur is charged with voluntarily causing hurt by branding Abdoola Hajee Cadur, a student and a step-brother of the accused, was called on again yesterday at the Fort Police Court before the Senior Magistrate. Mr. Gooculdas Kahandas appeared for the prosecution, and Mr. Peile for the defence.

The story for the prosecution is that, on the day the offence was committed, prosecutor was seized in the road and taken up into the house where his father lives. He is on bad terms with his father, whom he accused some time ago of threatening to cut him with a knife, but the charge was dismissed. He was with his father up to 6 o'clock that evening, no one else being present in the room. Defendant then called prosecutor to the third floor, and as soon as he went up he was seized, his hands and feet were fastened, his mouth was gagged, and the defendant, assisted by three females, branded him with an iron wire, about two feet long, all over his body. Prosecutor escaped from the house soon after, and went and slept all night on the verandah of a house situated in a street at some distance from his father's house. He went to his aunt's house early the following morning, and was on the same day taken to the Jamsetjee Jejeebhoy Hospital for treatment, where he remained about a fortnight. The following additional evidence was adduced yesterday:—

Hajee Ismail Seedick said—I am a merchant and live in Memonwadda. I was present at the meeting held in the house of Hajee Ebrahim Hajee Joosub. The defendant was present at that meeting, to which he had been summoned by the Jumat in connection with a complaint which had been made as to the branding of the prosecutor. On the complaint being explained to defendant, he put his finger to his forehead and said "It is my fault." The Jumat afterwards said it should not interfere in this matter, and told the prosecutor's relatives to do as they liked. The whole Jumat said the defendant had not done "a good business." Oumjee Sullimon was present at the meeting and merely said what the others had said.

Mr. Peile for the defence declined to cross-examine the witness.

To the Court—I am a little deaf and am seventy-five years of age, but I could hear what was said at the Jumat, as they were talking aloud.

The Magistrate then adjourned the case for further consideration.

AN EXTRAORDINARY WILL FORGERY CASE AT AHMEDABAD.

On the 26th ultimo the well known Ahmedabad Will Forgery Case was argued before F. D. Melvill Esq., Session Judge of Ahmedabad. The facts of the case are these:—

One Jethabhai Mooljee, a man of great respectability, charity, and considerable wealth, and the sole proprietor of the firm of Jivan Nagjee, died in Ahmedabad in the first Bhadrapad of Sumvat 1927, conveying all his property, both moveable and immoveable, to two trustees (executors) appointed under a will dated December 1869. About some 25 or 30 years ago he had turned out of his house his only son and heir Ishwerdas—who had died about a year before his death—on account of some act of insubordination. In A.D. 1847 Ishwerdas and his son Harilal had brought a civil suit in the Court of the Principal Sudder Ameen of Ahmedabad for about Rs. 51,00,000 against Jethabhai, praying to be associated with him in the management of the family property, &c. The Court of first instance granted to the plaintiffs a decree for about Rs. 25,00,000, which was reversed in appeal. From that time the enmity between Jethabhai and his son went on increasing, so that the son Ishwerdas never entered again the family house, and the grandson Harilal only after Jethabhai's death. From the date of the quarrel up to the date of his death, Jethabhai lived in the society of his daughter's sons who were brought up in his house and were treated as his own sons. A few days after Jethabhai's death the old family feud was put an end to by mutual friends, and the grandson Harilal and the daughter's sons cordially shook hands with one another. Under this settlement Harilal got a large sum of money and the paternal house in which Jethabhai used to dwell. As he was suddenly raised to a high position in society, and as he had become possessed of a large sum of money, some persons who were desirous of helping themselves to Harilal's wealth induced him to prosecute the trustees appointed under the will, and certain persons who had attested the said will, and he lodged a complaint against them in the Court of J. P. Fernandez, Esq., Magistrate full power, Ahmedabad, who dismissed the complaint under section 225 of the Code of Criminal Procedure. Against this order of dismissal an application was made by the prosecution to the Session Court of Ahmedabad under section 435 of the Code of Criminal Procedure, requesting that Court to direct the Magistrate to commit the case to the Court of Session. It was this application that was considered on the 26th ultimo. The case has excited considerable interest in Ahmedabad and the surrounding villages, and the Court was literally crowded with spectators, and it was with considerable difficulty that the Court's sepoys could preserve order in the Court house.

The case was argued at considerable length on both sides, and it took up the whole of the day. The Court had promised to deliver judgment some day this week.

Mr. Payne (of Messrs. Jefferson and Payne), Mr. Vrajrai Sakerlal and Mr. Lalubhai Jasubhai, vakeels District Court, Ahmedabad, appeared in support of the application. Mr. Branson, barrister-at-law, Mr. Nagindas Tulsidas, and Mr. Runchodlal Kapoorchund, vakeels High Court, and Mr. Narbheram Ragoonathdas and Mr. Chimanlal Kapoorchund, Government vakeels, appeared in support of the order of the Magistrate full power.

[Advertisement.]

NOTICE.

THE GREAT NORTHERN INDIA DERBY SWEEP—1872.

Committee of Management.
Major G. Dalrymple Hay, B. S. C.
C. E. Herbert, Esq.
B. E. Domvile, Esq., R. H. A.

Tickets Rupees 10 (ten) each, Cash.

Five per cent will be deducted (for the benefit of the Murree Racket Court Building Fund, and the "Peshawur Vale" Hunt and Race Funds).

Rs. 500 (five hundred) will be divided amongst those who draw *starters*.

After deducting all expenses the residue will be divided—
The winner to take two-thirds.
The second horse " one-quarter.
The third horse " one-twelfth.

To close on the 21st May, and drawing to take place the same day at the Murree Club.

Applications and remittances to be made to
THE SECRETARY,
Murree Club, Murree.

MR. SANDERS' PATENT REFRIGERATOR.

As we have already mentioned, His Excellency the Viceroy on arriving at Naudgaum was induced by the excessive heat to leave the Viceregal State carriage and travel in a carriage attached to the train which had been fitted up with Mr. Sanders' invention for cooling and ventilating railway vehicles. We now learn that His Excellency found the change such a relief that he travelled in Mr. Sanders' carriage all the way to Calcutta, and expressed his opinion of the invention in terms of the highest praise. His Lordship also intends to have his State carriage fitted up with the patent apparatus. The success which has attended the use of this apparatus this season fully proves the fact that by it railway carriages can be made cool and comfortable even in the hottest months of the year, and as the Viceroy has taken so much interest in the matter, and is aware from personal experience of the desirableness of ameliorating the sufferings of railway travellers in the hot season, it is to be hoped that Government will at once take steps to further the general adoption of Mr. Sanders' invention on all the lines in India. The expense of fitting a carriage with it amounts, we believe, to about Rs. 250, so that we doubt whether it would pay to attach it to each class of carriage, but first class carriages might at least be all fitted with it. Mr. Sanders is at present constructing four more carriages at Byculla with his patent apparatus, and on these there will be additional improvements, by which a still further reduction of the temperature and increased ventilation will be obtained.

The *Engineering* of the 12th ult. contains a full description of Mr. Sanders' patent, with woodcuts, from which we learn the following particulars:—

Under the floor of the carriage is an air chamber, provided with valves, for admitting the air from either direction in which the carriage is required to travel. These valves are worked by means of a simple lever arrangement in the interior of the carriage within reach of the occupant. Above the air chamber are three or more layers of "kuskus tatties" supported by gratings of light iron bars placed about 2½ in. apart, and secured in their places by their ends being let into racks screwed to the diagonals of the carriage frame. Each layer is divided into any number of divisions, as most convenient, and so placed that the spaces between them are covered by the layers above, so that the air from the chamber beneath must, before entering the carriage pass through the cool air spaces between the layers.

The layers of kuskus are watered by means of a peculiarly constructed bucket, placed upon the exterior of the carriage, and which is so balanced that when full it capsizes and discharges its contents into the chamber which supports it. From this chamber the water is conducted by the pipes, which extend through the centre, and under the floor of the carriage. Each pipe has longitudinal slots out in it through which the water is discharged on to the perforated zinc plates or shallow trays, which are placed over the kuskus tatties. The object of these plates is to uniformly distribute the water over the tatties upon which it falls in the form of rain.

Spaces of about 2½ in. or 3 in. are left between the plates or trays through which the cold air passes into the carriage.

The bucket is filled from a small tank placed above it, and the frequency of its discharges is regulated by means of a cock, through which a fine stream of water continually flows into the bucket. The capacity of the bucket of course depends upon the area of the kuskus tatties to be watered; when thoroughly moistened very little is required to keep them so; and it is preferable to use a small bucket with frequent discharges than one of large capacity discharging at long intervals. A more uniform evaporation is maintained, and the water is more economically applied.

The tanks are filled through fine gauze wire screens and one of very fine mesh is placed over the nut which secures the cock in its place. These are necessary to prevent the cock getting choked by impurities which might otherwise be conveyed into the tanks during the operations of filling them. The size of the tanks of course depends upon the distance between stations at which they can be replenished. Those of the dimensions given are in use on the Great Indian Peninsula Railway and contain eight hours' supply, the bucket being regulated to discharge four times per hour. The filling of the tanks is effected by a simple arrangement of pipes laid in the ground or secured to the standards supporting the roof over the station platforms.

A small pipe in connexion with the main extends the length of an ordinary train, and is provided at intervals with cocks and short lengths of india-rubber tubing through which the water can be conveyed to the tanks.

The india-rubber tubes are of sufficient length to enable the tanks to be filled without the necessity of stopping a train upon any particular spot, shunting is, therefore, avoided.

In order to ensure perfect ventilation and to prevent the accumulation of moist air in the interior of carriage, the windows are constructed to open horizontally, each one opening in an opposite direction alternately. It will be readily seen that by this arrangement the current of hot air passing over the windows creates a partial vacuum in rear of them, and draws off the cold air from the interior of the carriage.

The windows are constructed with double frames. The inner one holds the glass and opens horizontally, being hinged upon the outer frame. When the inner one is closed the two together open vertically as an ordinary window.

On the top of the carriage is an air passage, in which the self-acting ventilators are opened and closed by the current of hot air passing through the air passage when the carriage is in motion.

A small weight is attached to the ventilators for the purpose of keeping them steady after they have passed their perpendicular position. It will be seen that these ventilators are always open towards the rear of the train and act in a similar manner to the windows in drawing off the cold air which enters through the grating in the bottom of the carriage. Complete ventilation is by this means effected and the cold air is equally distributed throughout the compartment, causing a uniform reduction of temperature.

In addition to the cooling effects of these arrangements the entrance of dust and smoke which is so great a discomfort to railway travellers in India is entirely prevented.

No air can enter the carriage without having previously passed between the wet tatties. It is therefore deprived of the dust which it would otherwise have carried into the interior. The dust adheres to the underside of the bottom tattie and is washed out by the water passing through it from the bucket, into the air chamber beneath, from which it falls on to the ballast. The arrangement of the windows and vetilators deflects the hot air without, and consequently the dust carried with it is prevented from entering the carriage.

The gratings in the floor are made for the sake of convenience to fit the frames of the carriage, but it is sufficient to allow spaces of open work in the mats which cover them of about 18 in. down the centre. The temperature of the carriage can be regulated either by the quantity of water evaporated, or, in other words, the discharges of the bucket; or by the partial opening of the ventilators. These can be adjusted either by the occupants of the carriage or by the guard in charge of the train, as considered desirable. The drawing shows these improvements as applied to one compartment of a first-class carriage on the Great Indian Peninsula Railway, but they are equally applicable to any other class of vehicle, being a mere matter of arrangement. Those parts of the apparatus which require attention, are so simply constructed that they can readily be removed, cleaned, and replaced by any ordinary carriage examiner.

The cooling effects of these appliances will be seen from the following table of temperatures which were registered in an ordinary and an improved carriage on the through mail train between Bombay and Calcutta and Cawnpore, in March last:—

Experimental Trip from Bombay to Calcutta, and Allahabad to Cawnpore.

Date.	Station.	Time.	Temperature in improved carriage. Wet bulb.	Temperature in improved carriage. Dry bulb.	Temperature in ordinary carriage.	
1871			Thr.	Thr.	Thr.	
Mar. 28	Bombay	P.M.				
	Tannah	12·15	83	86	92	
	Callian	12·50	77	83	95	
	Kussara	2·45	81½	84	103	
	Ecutpoona	4·45	74	81½	105	
	Munmar	7·0	76	78	92	
,, 29	Garrwara	12·35	74	76	96	
	Nursingpoor	1·20	73	84	98	
	Jubbulpoor	3·5	73	83	101	
	Schora Road	5·0	72	81	96	
		A.M.				
,, 30	Doomaroon	10·0	72	76	93	
	Rogunathpore	10·40	73	78	94½	
		P.M.				
	Dinapoor	12·5	73	78	93	
	Barh	2·0	73	78	96	
	Luckeesemai	4·0	71½	78½	98½	
	Jamun	5·0	70	77	96	
April 4	Allahabad					
	Manowee	A.M.				
	Barwaree	9·0	78	89	88	
	Sirathoo	9.42	78	91	91	
	Khaga	10·30	76	81	93	
	Birhampore	11·0	76	81	96	
	Fulteepoor	11·45	77	82	98½	
		P.M.				
	Mulwar	12·15	77½	83½	99	
	Mohar	12·45	76	84	100	
	Sirsawl	1·30	76	84	100½	
	Cawnpoor	2·10	76	84	101	

Through mail from Bombay to Calcutta.

Speed of Train 18 miles per hour, including stoppages.

Although it was not the hottest month of the year, the average reduction of the temperature in the improved carriage was 15 degrees Fahr. The above results were obtained by the evaporation of only 6 gallons of water per hour, but by the evaporation of more water of course almost any degree of coolness can be obtained. On one occasion, when the wind was very hot and dry, a reduction of 30 degrees has been experimentally obtained with the evaporation of a large quantity of water. It is, however, sufficient to reduce the temperature 10 to 15 degrees, or say, to 80 degrees Fahr. When the number of deaths in railway carriages from heat-apoplexy which occur every hot season in India is considered, the advantage of having at least one cool compartment in each train cannot be over-estimated.

INDIAN ITEMS.

Our Mysore correspondent says that slight rain has fallen in that city, and that the weather is comparatively cool.—*Bangalore Herald.*

Private Burne, of the 20th Hussars, was sentenced by the Chief Court on the 2nd instant to imprisonment for life, for the murder of Privates Cornelius Connor of the same corps.—*Mofussilite.*

Extensive Robberies in the Post Office.—We hear that most extensive robberies have been perpetrated in the Post Office Department by the abstraction of currency notes of large value from letters. Mr. Buckner, Mr. Alpin, and another official, are instituting inquiries into the subject. Strange to say that the currency notes were abstracted from *registered* letters. We hope to give further particulars on an early occasion.—*Ibid.*

THE ARRIVAL OF LORD NORTHBROOK AT CALCUTTA.

Saturday's *Indian Mirror* says:—"Lord Northbrook arrived in Calcutta yesterday at a much later hour than that appointed. Owing to its being mail day, there was not a very large attendance at Government House. The native element, however, was strong. Lord Northbrook, on his alighting from the carriage was warmly received at the foot of the grand staircase, by His Honor the Lieutenant-Governor of Bengal. His Lordship was then received at the top of the steps by Lord Napier, by whom all the high officials present were introduced to him. His Excellency the new Viceroy was immediately after led by Mr. Strachey into the Council chamber, where he took the oaths of office, after the Queen's warrant appointing him as Viceroy and Governor-General of India had been read out by the Under-Secretary to the Government of India in the Home Department. Lord Northbrook next spoke a few words to Lord Napier of Magdala, to whom he seemed to be an old friend. The Lieutenant-Governor then approached his Lordship, and seemed to be trying to ingratiate himself into his good graces. His Lordship soon after retired. Lord Northbrook's appearance indicated firmness, energy, and decision of character."

MR. ONSLOW.

(From the "*Week*" *in Englishman's Saturday Evening Journal.*)

I see by the home papers that Mr. D. Onslow, who held the high and honourable position of Private Secretary to Mr. Massey and Sir Richard Temple, is about to enter Parliament. It is said that he is doing this with a view of being placed upon the East India Finance Committee of the House of Commons, where the great insight which he gained in India as Compiler of Domestic Accounts will be most useful to the Committee. My friend the Adjutant declares that in one of his aerial flights he caught a piece of paper tossing on the wind, which contained a rough abstract of some of the questions which Mr. Onslow would probably put to Mr. R. B. Chapman when that astute master of accounts came before him. My informant would not show me the paper,

however, be much more distant from the existing lines of railway than other sources of coal, and will, therefore, be more looked to in the future than at present. There is also a very large area of His Highness the Nizam's dominions, under which workable coal will be found, and which will at some future time prove very valuable. The occurrence of nearly 50 feet of coal, as proved at Sasur by Mr. White working on behalf of the Nizam's Government, is only an instance. When examining the neighbourhood of Ballapur in the commencement of 1870, on the opposite bank, it was stated that the larger part of the coal would be found in the right bank of the Wurdah in the Nizam's dominions. And these sinkings have quite confirmed the statement.

MAJOR O. T. BURNE.

(Pioneer.)

With Lord Napier of Merchistoun goes his and Lord Mayo's Private Secretary, Major O. T. Burne. We need not tell Anglo-Indians that the office of Private Secretary to the Viceroy is one vastly more important than the modesty of its title declares. Not to mention the influence which the revelation of his own opinions may have, in the inception of an affair, on those of the Viceroy, it may be said that the Secretary holds his Chief's popularity in his hands. Lord Dalhousie was a man of genius; but his Private Secretary, though the most accomplished man in India, was apt to be supercilious and insolent, and the impertinences which the Secretary permitted himself were too often debited to the Governor-General, so that the latter, with all his titles to admiration, inspired but little regard. Again, it was the bitter unpopularity of Dr. Hathaway which made people so unjustly blind to the great qualities of Lord Lawrence, and so quick and zealous to enlarge on his defects. On the other hand, it is impossible to say how much of the love felt for Lord Mayo had been accumulated for him by the unwearied courtesies and ready serviceableness of Major Burne. As is well known, a very large part of the Private Secretary's duty consists in giving refusals. Every dák brings at least a dozen applications. Some Frenchman says that to give away an appointment is to make *dix ennemis et un ingrat*: but as Major Burne managed his refusals, an appointment made one man happy without discontenting the rest. And yet while conciliating to himself the regard of the very men whose ill-success he had to announce, he took care not to sacrifice his Chief; on the contrary, he was to the full as loyal as he was kind. He put the difficulties of the case so strongly and fairly, yet in such a kindly manner, before a petitioner, as almost to extort his approval of his own disappointment, and the Governor-General was exonerated. If Major Burne thus succeeded in making his *no* more gracious than some people's *yes*, it was because he possessed the incomparable tact which proceeds from an absolute kindness of heart and an exquisite delicacy of nature. Amidst the coarse crockery of this world, Major Burne was of the finest and purest porcelain. He will probably never see these lines, and we feel consequently at liberty to overstep the reserve we should otherwise experience in expressing the affection and regret with which he is so widely regarded.

TRANSLITERATION OF NAMES OF COUNTRIES AND CITIES OF EUROPE.

A PROPOSAL BY THE LONDON SCHOOL BOARD.

We have been favoured with a copy of the following letter from the Secretary of the London School Board to the address of the Home Government:—

"1. I am desired by the London School Board to bring to the notice of Her Majesty's Government their desire to introduce a reform, which will be far more easily carried into effect if it should meet with the concurrence and support of the Government, than if it had to depend upon scholastic agency alone.

"2. The Board have decided by a large majority on endeavouring to replace the present inaccurate transliteration of the names of the countries and cities of Europe into English by a more accurate system. That a change in this respect is urgently needed will doubtless be readily and universally acknowledged. English children have hitherto been taught to pronounce the names of such well-known places as *Bruxelles*, *Wien*, in a totally different manner to that followed by the inhabitants of those cities, and this is evidently due to the inaccurate transcription of the names into *Brussels*, *Vienna*. All great philologists are agreed as to the impropriety of such an unscholarly and baneful transliteration, and the practical result of it is daily manifest in the misconceptions which arise in the increasing intercourse between English travellers and the inhabitants of the continent of Europe.

"3. The Board do not conceal from themselves that ignorance and prejudice may induce some persons to protest against change, on the grounds that the present system has answered sufficiently well, and that the names thus inaccurately rendered have become familiar, and have been incorporated in the literature of the country; but I am desired to express the confidence of the Board that it is unnecessary for them to expose the selfishness and shortsightedness of such a view in addressing Her Majesty's Government.

"4. The only method by which the London School Board can achieve the desired end is the publication of works on geography and kindred subjects in which the revised system is carefully followed. This will provide for the education of the coming generation; and it is to the future that we must look for the results of our work. But the Board strongly feel that the Government have it in their power to extend this privilege to the present generation, and they would earnestly urge the desirability of immediately adopting the reform which they advocate in all Parliamentary papers and public documents. The Board feel that a subject of so much importance requires much consideration, and that the precise method to be adopted may admit of some slight difference of opinion. In the place, therefore, of entering at length into the matter on the present occasion, I am directed to express the hope of the Board that Mr. Forster will be so kind as to grant an interview to a deputation of their number, who will express their sentiments in detail, and endeavour to meet the wishes of the Government on all points on which doubt may exist.

"5. In conclusion, I am directed to quote a few instances of the words which have already been corrected for the School Board Geography, by the subcommittee of transliteration, in order to show how slight the necessary change is, and how easily the proposed system will adapt itself to the English tongue. The Government will observe that for reasons that will be fully explained on another occasion, the subcommittee have found it necessary to adopt an accentuated *e*, and to make a few concessions from the strictly scientific method that in a more advanced state of popular education it would have been possible to follow.

Original.	*Old English System.*	*London School Board Transliteration.*
Paris	Paris	Parrie
Bruxelles	Brussels	Brooksell
Firenze	Florence	Feerrent-ia
Siviglia	Seville	Civeele-a
Espana	Spain	Espanya
Tours	Tours	Toor
Kjobenhven	Copenhagen	Kyenhenhaven
Oesterreich	Austria	Oysterreish
Napoli	Naples	Napoly
Dimesk	Damascus	Deemesk."

—Pioneer.

THE MOSQUITO'S LAMENT.

Pyramus—"Thou wall, O wall, O sweet and lovely wall,
Show me thy chink."

A MIDSUMMER NIGHT'S DREAM.

"Late! late! so late! and dark the night and still;
Late! late! so late! so go and feed we will."
Too late! too late! ye cannot enter now.
"Late! late! so late! the candle has burnt out,
Our prey's asleep, our hungry hosts turned out."
Too late! too late! ye cannot enter now.
"What wall is this that keeps us from our meat,
And only shows us all that is so sweet?"
Too late! too late! ye cannot enter now.
"List to that ling'ring, long-drawn, listless snore!
Is there no hole by which we may impour?"
Oh no! too late! ye cannot enter now.
"Thou wall, O wall, O sweet and lovely wall,
Let but our wings through—hear our hungry call!"
T o late! too late! ye cannot enter now.
"And must we hum in sadness till the dawn?
And is all chance, all hope of joy, withdrawn?"
Too late! too late! ye cannot enter now.
'Oh! holy curtain, well tucked-in, relent!
Gape wide, ye meshes! night is well-nigh spent!"
Ha! ha! too late! ye cannot enter now.

Calcutta, 27th April 1872. C. W. D.

—Pioneer.

THE LATE PROFESSOR MAURICE.

(Saturday Review.)

This Easter-week we have lost a man about whom opinions and feelings were much divided, who was by many of the best and most thoughtful among us looked on as the noblest and greatest of recent English teachers and who certainly had that rare gift of inspiring enthusiasm and trust among honest and powerful minds in search of guidance, which belongs to none but to men of a very high order. Professor Maurice has ended a life of the severest and most unceasing toil, still working to the utmost that failing bodily strength allowed—still to the last in harness. The general public, though his name is familiar to them, probably little measure the deep and passionate affection with which he was regarded by the circle of his friends and by those whose thoughts and purposes he had moulded; or the feeling which his loss causes in them of a blank, great and not to be filled up, not only personally for themselves, but in the agencies which are working most hopefully in English society. But even those who knew him least, and on from the outside, and whose points of view least coincided with his, must feel that there has been, now that we look back on his course, something singularly touching and even pathetic in the combination shown in all that he did, of high courage and spirit, and of unwearied faith and vigour, with the deepest humility and with the sincerest disinterestedness and abnegation, which never allowed him to seek anything great for himself, and in fact, distinguished and honoured as he was, never found it. For the sake of his generation we may regret that he did not receive the public recognition and honour which were assuredly his due; but in truth his was one of those careers which, for their own completeness and consistency, gain rather than lose by escaping the distractions and false lights of what is called preferment.

The two features which strike us at the moment as characteristic of Mr. Maurice as a writer and teacher, besides the vast range both of his reading and thought, and the singularly personal tone and language of all that he wrote, are, first, the combination in him of the most profound and intense religiousness with the most boundless claim and exercise of intellectual liberty; and next, the value which he set, exemplifying his estimate in his own long and laborious course, on processes and efforts, as compared with conclusions and definite results, in that pursuit of truth which was to him the most sacred of duties. There is no want of earnest and fervent religion among us—intelligent, well-informed, deliberate, as well as of religion, to which these terms can hardly be applied. And there is also no want of the boldest and most daring freedom of investigation and judgment. But what Mr. Maurice seemed to see himself, and what he endeavoured to impress on others, was that religion and liberty are no natural enemies, but that the deepest and most absorbing forms of historical and traditional religion draw strength and seriousness of meaning and binding obligation from an alliance, frank and unconditional, with what seems to many the risks, the perilous risks and chances, of freedom. It was a position open to obvious and formidable criticism; but against this criticism is to be set the fact, that in a long and energetic life, in which amidst great trials and changes there was a singular uniformity and consistency of character maintained, he did unite the two—the most devout Christianity with the most fearless and unshrinking boldness in facing the latest announcements and possibilities of modern thought. That he always satisfactorily explained his point of view to others is more than can be said; but he certainly satisfied numbers of keen and anxious thinkers, who were discontented and disheartened both by religion as it is presented by our great schools and parties, and by science as its principles and consequences are expounded by the leading philosophical authorities of the day. The other point to which we have adverted partly explains the influence which he had with such minds. He had no system to formulate or to teach. He was singularly ready to accept, as adequate expressions of those truths in whose existence he so persistently believed, the old consecrated forms in which simpler times had attempted to express them. He believed that these truths are wider and vaster than the human mind which is to be made wiser and better by them. And his aim was to reach up to an ever more exact, and real, and harmonious hold of these truths, which in their essential greatness he felt to be above him; to reach to it in life as much as in thought. And so to the end he was ever striving, not so much to find new truths as to find the heart and core of old ones, the truth of the truth, the inner life and significance of the letter, of which he was always loth to refuse the traditional form.

(Spectator.)

The great religious teacher, who will long be chiefly remembered as chaplain of Lincoln's Inn—though as Professor in King's College, London, as the centre of the Christian Socialist movement which ended in so great an impulse to co-operative work, as Principal of the Working Men's College, Great Ormond-street, to which he contributed so largely both time and money, and, finally, as Professor of Moral Theology and Philosophy at Cambridge, he has even greater titles to public gratitude and fame—died on Easter Monday, in the 68th year of his age, after two or three weeks illness, and was buried at Highgate Cemetery by the Rev. J. Llewelyn Davies on Friday, amid signs of general mourning not often seen on the faces of the rich and poor alike, a choir of his own workingmen having sung the hymn over his grave. A memorial had been hastily got up asking for a place for Mr. Maurice in Westminster Abbey, to which the Dean of Westminster had acceded; but the family, no doubt influenced by sympathy with his own intense humility, preferred a private funeral at Highgate; and so it was. If Westminster Abbey is reserved for those whose names will still be famous centuries hence, we do not know that Mr. Maurice's friends could have claimed a place for him there, for his favourite subjects were too little popular for his books to be widely known after the great charm of his personal influence is forgotten. But certainly few of those of our own generation whose names will live in English history or literature have exerted so profound and so permanent an influence as Mr. Maurice. His learning as a theologian and philosopher was patient, deep, and accurate. His didactic works were numerous, and full to overflowing of living conviction. But powerful as they were, the power of his personal simplicity and humility could never be fully transferred to them.

The *Athenæum* says—

"Most of the newspapers have mentioned that the late Professor Maurice was in early life the author of a novel called *Eustace Conway; or, the Brother and Sister*. We believe we are not going too far in telling the following story about it. Mr. Maurice sold the novel to the late Mr. Bentley somewhere about the year 1830; but, the excitement caused by the Reform Bill being unfavourable to light literature, Mr. Bentley did not issue it till 1834, when he had quite lost sight of its author, then a curate in Warwickshire. The villain of the novel was called Captain Marryat; and Mr. Maurice, who first learnt of the publication of his book from a review in our columns (*Athenæum*, No. 335, p. 239), had soon the pleasure of receiving a challenge from the celebrated Captain Marryat. Great was the latter's astonishment on learning that the anonymous author of *Eustace Conway* had never heard of the biographer of *Peter Simple*, and, being in Holy Orders, was obliged to decline to indulge in a duel."

Yesterday evening, at Westminster Abbey, the Very Rev. the Dean preached to a large congregation. The words of the text were from the 19th verse of the 20th chapter of St. John's Gospel—"Peace be with you." At the close of his sermon, which lasted nearly an hour, the Dean paid a warm and feeling tribute to the memory of the late Professor Maurice, whose whole life, from its beginning to its close, was a vivid example of the gift of peace in all its senses. Doubtless many in that church had seen, and many others, high and low, had heard, of the lifelong labours on behalf of Christian truth and Christian love that endeared to thousands of his fellow countrymen the name of Frederick Maurice. In one sense, indeed, his was a life not of peace but of constant warfare, of war against all that was mean and base and false. It was a life not of peaceful ease but of incessant, unwearied toil; a bush ever burning, and as it burnt consumed with its own inextinguishable zeal for God's house and for God's honour; burning with a fiery flame that consumed the mind and the body that enclosed it. It was also a life not withdrawn from the turmoil of earthly concerns. He lived in the very thick of the stirring influences of our time. He was an English citizen, even more than he was an English Churchman, and while clinging passionately and devotedly to the ages of the past, was full of all the thoughts and events of our own momentous century. Not a wave of speculation in Europe, not a public event of joy or sorrow in England, but called forth a sympathetic or indignant cry from that travailing soul. And yet, in all senses of the word, he was the most peaceful and pacific of men. Amid the strife of tongues and the war of parties he remained self-poised and independent, his utterances sometimes flashing with light and splendour and sometimes obscure, but always speaking from his own heart and conscience that which he truly found there and believed in. Having dwelt at some length and with much eloquence on the deceased's nobleness of mind and integrity of character, the Dean urged his hearers to imitate his example.

MR. DISRAELI AT MANCHESTER.

(Economist.)

The "Centre," as they call it on the Continent, is, as a rule, always the strongest party in the country, and it is the Centre which, as Mr. Disraeli sees, is now coming into power. Its members are never, and never can be, Tories in the ultra sense, they have recently contracted a great fear of Radicals in the ultra sense, as being latent Republicans; and they will shake both off and govern through the best agent they can find possible for several years. They are so enormously the majority of the whole people that resistance to them is impossible, while, as they do not want to stir the organic questions, resistance to them is also exceedingly improbable. They give very little room for active opposition. They do not offend any great interests, rather they protect them all; and they do not appeal to any of the enthusiastic parties upon either side, rather they deprecate enthusiasm as an impediment to practical work. They want to have power, however, and they will have it, and the only questions are the persons through whom they will exercise it, and the direction in which it will be exercised.

Upon these subjects two delusions have a strong hold of the public mind. One is, that as the Centre supports what is called a "Conservative" policy, therefore it is sure to support Conservative men, and another is, that because under Lord Palmerston it desired inaction, therefore it desires inaction now. We are unable to accept either of those conclusions. It is of course true that if the Conservatives were headed by a Sir Robert Peel—a man exactly expressing the inner thought of the Centre and capable of carrying it into action—the double party would support him in a way fatal to the possibility of resistance; and it is possibly true that were Lord Derby in the Commons and a trifle more eloquent he might play that *rôle*; but then neither of these hypotheses is correct. Mr. Disraeli is by no means the kind of man whom an extremely moderate party trusts. He is much too little of an Englishman, much too "detached," much too inclined to rely on adroit management rather than on the general acquiescence of the people. Age is probably taming him, as we think we see in his Manchester speech, but he is not of his own nature a representative of the party whose attitude he attempted to describe. A notion that he will yield to pressure is widely diffused in their minds, and a dread that he may at any moment beguile them into some very great step indeed.

They may accept him, but they will not like the arrangement, or tolerate it for long. Nor are his colleagues in this respect of very much assistance to him. They are not in the Commons very strong men, and the Centre has no liking for incapacity—rather dreads it, as disturbing that quiet progress which it at heart desires. It is, perhaps, not possible that the Centre should elect Mr. Gladstone, though there are points, such as finance, upon which it cordially agrees with him; but it is quite possible that combinations might be formed, under which the function of initiation would remain with the Liberals, and that of criticism with the Conservatives, as it has done for so many years past. There are many Liberals of the Centre even in the Cabinet. Any Government elected by both parties must defer to both parties in some degree, and there are no especial reasons other than personal why they should prefer one to the other. The personal reasons sway slightly in the favour of Liberals, the leaders of that party being strong in finance,—always an important matter in England—strong in their religious tendencies, which are those of the people, and strong also in invention, a point which may prove of considerable importance. For—and this we hold to be the key of the whole matter—a Centre party is not necessarily a party of inaction. It was so under Lord Palmerston, but that was for accidental reasons, and the precedent, if taken, as a rule, would misguide us. It is quite possible for a Centre party to be very active indeed on all subjects not connected with the Constitution—to be, for instance, very determined on large measures, like the absorption of the railways, the re-arrangement of local taxation, the relation of the Mother Country to the Colonies, the education of the people, sanitary reform, and perhaps, though we state this more doubtfully, the tenure of land. All these questions will require to be dealt with by men of administrative ability, and the tendency will be to take them without too much scruple about their party ties. It is the same with foreign politics. A centre party may have a very decided foreign policy indeed, as Lord Palmerston undoubtedly had; and if it is one approved by both sides—which, be it remarked, is in England usually the case, even in grave difficulties, such as the Alabama negotiations and the resolution to abstain from interference in the Franco-German War—that policy may not in the least endanger its position. The truth is that, except upon organic questions—that is, questions affecting the Constitution—and religious questions, Englishmen are much less divided than is sometimes supposed; and if organic discussions are to be postponed, as Mr. Disraeli thinks they should be, and as we think they will be, the bulk of the electors will sway irresistibly towards a quiet, but active, Administration presided over by men who are neither Tories nor Radicals, but statesmen intent on effecting all reforms that can be effected without seriously calling in question the present distribution of power.

(Saturday Review.)

The visit of Mr. Disraeli to Manchester has been a very great success. Even their bitterest opponents own that the Conservatives can organize well, and the fruits of a long-prepared and carefully studied organization were apparent in the reception of the chief of the party. Popular enthusiasm, the splendour of rank, the fashion of the hour, the solid support of the upper classes, the generous liking of the multitude for a man who has fought his way to the top of the tree in face of many of the greatest obstacles that ever barred the path of an English politician, all combined to do honour to the guest of Lancashire. Had the Conservatives not been well organized, the demonstration could not have been attempted; but if there had been nothing more than Conservative organization to command success, such success as was achieved could never have been obtained. It is not difficult to understand how those classes which live somewhat in the political world should have been attracted by Mr. Disraeli's coming. They have been so disgusted by the innumerable blunders of the present Ministry, by the arrogance of its leader, and by the gross incompetence of some of his minor colleagues, that they might not unreasonably feel delighted at the thought of encountering a statesman whose blunders, if many, are not recent. They may also have naturally wished to show their sympathy with a public man who has never been tame or commonplace, whose audacity is unrivalled, and who can always speak so as to give his hearers a little to think over and much to remember. But it is impossible to attribute the success of Mr. Disraeli's visit to the mere irritation or admiration of politicians. His triumph was as much a popular triumph as any ever accorded to Mr. Gladstone or Mr. Bright. Real working men applauded, beset, and shouted for the hero of the hour. How this happened in Manchester, which was once thought the centre of Liberalism, may be accounted for in many different ways, although there is always something more in popular events than can be traced to precise causes. In part, no doubt, Mr. Disraeli was reaping the reward due to him for having, in the teeth of the party now bent on honouring him, carried the Reform Bill of 1867. He gave the people their votes, and the first consequence was that he was ousted from power. Now that his opponents have had their spell, and have done very little for the English poor, and are halting in the way, using big phrases, but seeming afraid of their own shadows, the people ask whether Mr. Disraeli ought not to have his turn. The unwieldy magnificent bulk of the last parliament, and it may seem to poor men as if the leader who dished the Whigs and educated the Tories might, if he were allowed a chance, do wonderful things for them. Calm judges may acknowledge that Mr. Gladstone had much to say on his side when he argued, as he few months ago he was so fond of arguing, that with such measures on his hand as the Irish Church and Land Bills, and the scheme for abolishing Purchase, he could not be expected to give much attention to ordinary English measures; but people who go to Manchester with orange and blue banners, and draw carriages through the streets, are not apt to be calm judges, and it is not very wonderful that they should see in Mr. Disraeli the author of the last Reform Bill and the possible benefactor of the poor. Possibly, too, the secret of Mr. Disraeli's success may have been of a more personal character. He unites two very opposite characteristics which are very rarely conjoined. He is, on the one hand, a man standing alone, isolated; keeping by sheer force of intellect his hold on a party that long distrusted him; with no backing of fortune or connexion to support him; a master of invective, a lover of keen personal debate. On the other hand, he has the sense of dignity which Englishmen like to see in their statesmen. He loves solemnities; he keeps the House of Commons up to its higher level; he can be reserved and reticent when prudence commands; he thoroughly understands the conduct of an Opposition. In whatever light the matter is looked at, it may be fairly said that Mr. Disraeli has earned the honours now vouchsafed to him; and those who see nothing in his political philosophy to enlighten them, or in his present opinions to serve them as a guide to the future, may cheerfully acknowledge that, if the Lancashire populace chose to be enthusiastic about him it had at least as good grounds for its enthusiasm as ordinarily justify the excitement of the hour. But when we pass from Mr. Disraeli's reception to his speech, we feel that we have got back to the public speaker on whom much adverse criticism has been so often and so justly bestowed. We find ourselves in a region of disguised platitudes, of half-reasoning, of sentiment that will not bear discussion. He stated that he had not come to make a party speech, and the greater part of what he said was a panegyric on the English Constitution. Conservatives may take a pride, which in a measure is perfectly legitimate, in Mr. Disraeli; they may wave their orange and blue banners over his head; they may delight to learn from his speeches that they are true defenders of a cheap Sovereign and an obstructive House of Lords; they may be fascinated by his adroit courtesy and his epigrammatic paradoxes; but they cannot gather from him what they should practically do, except that they should keep as quiet as he may bid them while he is out of office, and be educated by him as much as they need when he is in power.

MECHANICAL PUDDLING.

(The Times.)

Although numerous attempts have been made from time to time to substitute machinery for manual labour in the operation of puddling—that is, of converting cast iron into malleable iron—that process continues to be performed to the most part in the same manner as when given to the world by Henry Cort, in 1784. The method devised by him, and adopted in practice ever since, consists in placing the metal to be puddled on the hearth of a reverberatory furnace in which the fire is separated from the hearth by a low partition or bridge. By this arrangement the flame is conducted over the surface of the metal, creating an intense heat, while the bridge prevents the deleterious portions of the fuel mixing with the iron. The highly heated products of combustion, with a surplus of oxygen, play upon the surface of the molten metal and effect its conversion, passing thence to a tall chimney, over which a metal plate is suspended, by means of which the draught is regulated. The body of the furnace is so constructed that a stream of water or air circulates around it and thus retards the deterioration of the materials composing it by the intense heat to which they are subjected. The puddler effects his operations through a door opening on to the molten iron, and his work is to agitate the metal so as to expose the whole of the charge to the action of the oxygen passing over it from the fire. This he does with an iron tool called a "rabble," and with which, after the iron has passed through certain phases, he collects the metallic granules or particles and rolls them together over the hearth in balls or "blooms," measuring roughly 14 inches in diameter. These "blooms" he afterwards removes from the furnace, and they are then subjected to pressure, which gives the iron homogeneity and fibre.

It will thus be seen that the labour of the puddler is most severe and exhausting. Exposed to the intense heat and glare of molten iron in a reverberatory furnace for a period of about an hour and a half at one time, with but a few brief intervals of cessation, it is hardly a matter for wonder that ironmasters are complaining of the want of good puddlers, and even of the difficulty of obtaining puddlers, at all. The amount of physical labour has in some cases been reduced by the use of a steam "rabble;" rotation being given to the tool by machinery, the puddler has only to guide it through the metal during a portion of the process. Steam has also been introduced directly into the molten mass for a few minutes, the effect being to facilitate the process of conversion, and thus shorten the period of labour. But these and the like contrivances only partially relieve the puddler in his arduous work, and of late years attempts have been made to effect the operation of puddling by mechanical means alone. Furnace bottoms have been made to revolve, and the metal has been stirred by means of revolving vertical shafts with arms attached at right angles, but the object sought was not accomplished by any of these means. The most earnest worker in this direction, and perhaps the one who most nearly succeeded in producing a rotary puddling furnace in this country, was Mr. Menelaus, who only failed in being unable to procure a suitable material wherewith to line his revolving cylinder. At the point, however, at which Mr. Menelaus failed, Mr. Samuel Danks, of Cincinnati, Ohio, has been successful, and, having surmounted this difficulty, has practically solved the question of mechanical puddling.

Mr. Danks commenced his experiments with his rotary puddling furnace on a small scale at the Cincinnati Railway Iron Works in May, 1868, and, the results proving successful, larger furnaces were built in 1869. The continued success of the apparatus led the company in 1870 to remove all their old hand puddling furnaces as fast as the revolving ones could be erected, and they are now puddling exclusively with machine puddlers. The success of the furnace at the Cincinnati works soon led to its adoption in many other similar establishments in the States, where it is now working satisfactorily. The apparatus was only brought directly under the notice of British ironmasters in the autumn of last year. The importance of the invention, however, was so apparent that a committee of the Iron and Steel Institute at once proceeded to investigate its working in America. The report of this committee was entirely favourable, and by the middle of February an iron manufacturing firm at Middlesborough had erected a furnace on Mr. Danks's system. Other furnaces upon the same principle are now being erected, and there appears every probability that within a comparatively short period the laborious practice of hand puddling will have become a thing of the past.

The apparatus which promises thus to revolutionize this branch of iron manufacture has a fire-grate similar in outward appearance to that of the ordinary puddling furnace, although it differs from it in some of its details. It is supplied with a fan blast under the grate to urge the fire and produce gas, while the more perfect combustion of the fuel is insured by jets of fan-blast which are injected over the fire. The workman regulates this blast by a valve so that the quantity of gas generated and consumed is controlled, and the temperature is thus made to suit the requirements of the charge of iron in the different stages of the puddling process. The ashpit and firehole are closed by doors, so that the blast can only escape through the fire; the firehole being kept cool by a stream of water passing through a coil of iron water-tubing cast into it. A similar coil is inserted in the bridge-plate, between the fire and the charge of metal. Fastened against this bridge-plate is an iron ring having a flat surface on one side, and which forms a butt joint with the revolving chamber. The flat surface of the ring is cast on a metal chill, which hardens it and protects it against abrasion from the end of the revolving chamber. This chamber is cylindrical in form, and is about 5ft. in diameter and 4ft. in length internally; each end of the chamber is supported externally by a pair of rollers, which, while they retain it in place, also permit of its free rotation. The chamber consists of two end rings, which hold together a series of stave-plates, forming the circumference of the cylinder. The stave plates are made with hollow ribs, extending their whole length, and which serve the double purpose of holding the lining, or "fettling" as it is termed, and keeping it cool. The chamber is, of course, open at each end, one end butting against the bridge-ring and the other serving the purpose of a doorway for the reception of the charges of iron, and also for their removal. Through this outer end the products of combustion also pass, a movable head-piece being used to connect the revolving chamber with the chimney. This head-piece is furnished with a stopper hole, through which the operation going on within can at all times be seen, the compartment being kept cool by means of an arrangement of water pipes. The products of combustion are led through an elbow flue into the chimney, and there are arrangements for shutting off the blast and confining the fire within the furnace during the operations of charging the chamber and withdrawing the puddled ball. A revolving motion is imparted to the chamber through spur gearing by a pair of vertical reversible trunk engines, the spur-wheel being fixed around the outside of the chamber.

Such, then, are the leading mechanical features of the Danks' furnace, which so far may be said to represent generally the revolving furnaces of other inventors—that of Mr. Menelaus, for instance. So far as the mechanical arrangement was concerned, Mr. Menelaus' furnace had been found to work most successfully. He has turned out large, and, apparently, satisfactory balls of iron from the pig; but the fettling was dislodged and broken up as the contents of the chamber assumed the malleable condition, the fragments rolling about in an unsatisfactory manner. The want of a suitable lining appears to have been the chief thing that prevented Mr. Menelaus from accomplishing a success with his revolving puddler. Now, it is just on this very point of fettling that Mr. Danks has been able to make his furnace a success, and this, of course, is the most important feature of the invention. The foundation for the lining of the cylinder consists of a mixture of pulverized iron ore and lime worked with water into the consistency of a stiff paste, which is laid on the inside of the chamber. Upon the completion of the initial lining a quantity of pulverized iron ore—about one-fifth of the total amount required to fettle the apparatus—is thrown in. The furnace is then heated and revolved slowly until the iron is found to be melted, when the engines are stopped. The initial lining has now received a coat of glazing, and that part of the molten iron which has not been consumed runs to the bottom of the cylinder and there forms a pool. In this pool is placed a number of small and large lumps of iron ore, which project from 3in. to 6in. above the surface of the liquid ore. When this portion of the fettling has set, another charge of pulverized ore is introduced by its side and the chamber is again rotated until the newly added ore is liquified, when the apparatus is stopped, and the pool filled with lumps of iron ore as before. The operation is continued in this way until the whole of the interior of the vessel is properly fettled. It is then ready for the charge of iron, which is introduced, either in the solid or molten condition, through the open end of the cylinder. When charged with pig iron the melting usually occupies from 30 to 35 minutes, during which time a partial rotation is given to the furnace at intervals, in order to expose equally all sides of the charge to the flame. When the whole of this is thoroughly melted, the furnace is rotated once or twice per minute only during the first five or ten minutes, in order to obtain the most perfect action of the cinder upon the molten iron. A stream of water is now injected through the stopper-hole in the head-piece, along and just above the line of contact between the cinder and the inner surface of the vessel at the descending side. A portion of cinder is by this means solidified on the metal surface, and is carried down into the bath of molten iron in a continuous stream. This cinder in rising up through the iron combines with the impurities of the latter in a far more effectual and complete manner than any mode of puddling hitherto known can effect. The iron then begins to thicken when the engines are stopped, and the heat raised so that the cinder may be perfectly liquified. This liquid cinder is then run off from the top of the iron, after which the chamber is again started at a velocity of from six to eight revolutions per minute. This causes the charge of iron to be dashed violently about in the chamber; and this action being continued at a high temperature the particles of iron begin to cohere. The speed is then lowered to about three revolutions per minute, upon which the ball rapidly forms. The puddler then solidifies the front end of the ball by a few blows from a tool, applied through the stopper-hole; the head piece is removed and the ball withdrawn by means of a large fork introduced into the chamber, out of which the ball is rolled by a partial turn of the cylinder. In Cincinnati, where the first of these furnaces was put up, puddled balls have been made, weighing from 650lb. to 1,000lb. each. Balls of smaller size can however be produced by the assistance of hand labour, to suit existing hammers or squeezers, although, of course, the machine is most economically worked when producing large balls, for which a special squeezer has been designed by Mr. Danks. The increase of puddled iron yielded above the quantity of pig iron put into the furnace has been from 10 to 15 per cent. This arises from the revolving chamber itself being fettled with iron ore, as much as 50 per cent. of iron, being sometimes obtained out of the fettling. By this furnace, therefore, not only is the necessity for employing manual labour in puddling obviated, but larger balls are produced than by hand, and a great saving is effected on the whole process. This saving is stated by Mr. Danks to be, at the lowest estimate, 1l. per ton, although the Committee of Iron and Steel Institute place it at 10s. 8d. per ton. The Committee do not deny that the profit may prove in practice much greater, but state that they put it thus low from a desire to under-estimate rather than to over-estimate the commercial value of the process.

Here it is only just to observe that while Mr. Danks has been solving the problem of mechanical puddling in America, Mr. Spencer has been doing the same thing in England, and also has succeeded. Mr. Spencer uses a revolving chamber made up of troughs filled, with molten tap, and the results of working have proved very successful. Small balls, however, are produced in this furnace, and the opinion of most practical men is against this method of working, and in favour of a large ball. It however appears that mechanical puddling—so long hoped for, and so long deferred—is now an accomplished fact. It has been said of Cort that his discovery of puddling iron was of as much importance in the manufacture, that must be considered the era from which to date the present extensive and flourishing state of the iron trade of this country. In view of the admitted deterioration of puddled work, and the great benefits derivable from mechanical puddling, it may be that future records of our iron manufacture will contain the same words applied to Mr. Danks' revolving furnace. At any rate, all will admire the boldness of the man who, instead of trying to roll the iron around in the furnace, rolls the furnace around the iron.

Dr. de Jongh's Light-Brown Cod Liver Oil.—A reference to the unprecedented number of opinions from eminent members of the Faculty who have recorded their emphatic approbation of this Oil, affords the explanation of its great celebrity. The following high testimony is borne by Dr. Lankester, F.R.S., Coroner for Central Middlesex:—"I deem the Cod Liver Oil sold under Dr de Jongh's guarantee to be preferable to any other kind as regards genuineness and medicinal efficacy." Sold only in capsuled Imperial Half-pints, Pints, and Quarts, by all Chemists, Druggists, and Storekeepers. Sole Consignees, Ansar, Harford and Co., 77, Strand, London.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.
SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at TWO PER CENT. on daily balances.

DEPOSIT ACCOUNTS.

INTEREST at THREE PER CENT. allowed on money placed in Deposit at seven days' notice.
INTEREST at FOUR PER CENT., subject to six months' notice of WITHDRAWAL.
LOANS granted on French Rente and other approved Securities.
All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

HENRI DUVAL, Acting Manager.
14, Rampart Row, Bombay, 31st January 1872.

AGRA BANK (LIMITED).

CAPITAL—£1,000,000.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

BRANCHES.

Bombay. Kurrachee. Lahore. Hongkong. | Calcutta. Madras. Agra. Shanghai.

Edinburgh.

LONDON BANKERS:
The Bank of England.
Messrs. Glyn, Mills, Currie & Co.
The National Bank of Scotland.

CURRENT ACCOUNTS.

Interest is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 100,000. Should the balances fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.

FIXED DEPOSITS.

Deposits received for fixed periods on the following terms, viz.:—
At 4½ per cent. per annum, subject to 12 months' notice of withdrawal.
For shorter periods deposits will be received on terms to be agreed upon.
Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.
Sales and Purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken.
Interest drawn, and Army, Navy, and Civil Pay and Pensions realized.
Every other description of Banking business and Money Agency, British and Indian, transacted.
All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, (Limited), or order.
Hours of business—10 to 3; Saturday—10 to 1.

FRED. T. ATKINS,
Bombay, 13th October 1871. Officiating Manager.

INSURANCES.

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.
CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

CHURCH OF ENGLAND ASSURANCE INSTITUTION.

CAPITAL—ONE MILLION STERLING.

A List of Proprietors periodically enrolled in the High Court of Chancery.

Trustees.
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Chairman.—THE VERY REV. THE DEAN OF ARMAGH.
The Rev. Edward Carr, LL.D. — William Emmes, Esq.
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William Forbes Skeae, Esq. — Herbert Taylor, Esq. — William Gordon Thomson, Esq. — The Rev. Richard Wood, B.D.

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STEPHEN HENRY EMMENS, Esq.

The Security of Policyholders is made complete by the large subscribed Capital of the Company, guaranteed by a numerous and influential body of Proprietors, a list of whom is periodically registered in the Court of Chancery, pursuant to the provisions of the Special Act of Parliament (4 and 5 Vict., Cap. XCII., empowering this Institution.
The highest attainable economy has been afforded to Policyholders by means of an entirely new set of Tables computed for the especial use of the Indian Branches of this Institution.
No abuse or expense has been spared in the construction of these Tables: and the Directors have much gratification in directing attention to them, being confident that they will meet the views, and satisfy the expectations, of the Assuring Classes in India.

RETIRING PROVISIONS.

Policies are issued by which these may be secured, and at the same time a surviving family be protected in the event of premature death.

ASSURANCE BY TERMINATING RATES OF PREMIUM.

Under this system Assurances can be eff